

FINAL

Environmental Assessment
for
Modification to Coalition Village and Construction of Permanent
Parking Lots
MacDill AFB, Florida



Headquarters Air Mobility Command

Scott AFB, IL

October 2003

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**FINDING OF NO SIGNIFICANT IMPACT
AND
FINDING OF NO PRACTICABLE ALTERNATIVE
MODIFY USCENTCOM COALITION VILLAGE AND
CONSTRUCT PERMANENT PARKING LOTS
MACDILL AIR FORCE BASE, FLORIDA**

Agency: United States Air Force (USAF), Headquarters, Air Mobility Command

Background: Pursuant to the President's Council on Environmental Quality (CEQ) regulations, Title 40 Code of Federal Regulations (CFR) Parts 1500-1508, as they implement the requirements of the National Environmental Policy Act (NEPA) of 1969, 42 U.S.C. §4321, *et seq.*, and Air Force Instruction (AFI) 32-7061, *Environmental Impact Analysis Process*, as promulgated at 32 CFR Part 989, the U.S. Air Force conducted an assessment of the potential environmental consequences of the modification of the U.S. Central Command (USCENTCOM) Coalition Village and construction of permanent parking lots around the USCENTCOM facility at MacDill AFB, Florida. The environmental assessment (EA) considered potential impacts of the Proposed Action and all viable alternatives, both as solitary actions and in conjunction with other activities. This finding of no significant impact (FONSI) summarizes the results of the evaluation of the proposed construction project. The discussion focuses on activities that have the potential to change both the natural and human environments. The finding of no practicable alternative (FONPA) summarizes the options considered and states why the proposed modification to the USCENTCOM Coalition Village and construction of the permanent parking lots were designed and sited as proposed.

Proposed Action: The Proposed Action is for the U.S. Air Force to modify the U.S. CENTCOM Coalition Village and surrounding area to improve force protection and safety. Proposed modifications to the area around the USCENTCOM facility include construction of a limited access masonry security wall that would encompass the USCENTCOM facility and Coalition Village as well as the Navy Central Command (NAVCENT) and Marine Central Command (MARCENT) facilities. Encompassing these facilities within a security wall will effectively create a fortified USCENTCOM complex. Additional modifications will be completed (within the perimeter of the security wall) to construct additional access roads and install below ground electric, communication, potable water, and wastewater utilities. The Proposed Action also includes construction of permanent paved parking lots in areas adjacent to the USCENTCOM compound outside the proposed security wall. Two of the new permanent parking lots will replace the previous surface temporary parking lots initially created following construction of USCENTCOM Coalition Village. One additional new parking lot will be constructed immediately south of the existing Coalition Village.

Alternatives: Three alternatives to the proposed action were initially considered including use of a shuttle bus from outlying parking lots, construction of a multi-story parking garage, and the no action alternative. The first two options were discarded as impractical following an initial evaluation and were not discussed in detail in the environmental assessment. The no action alternative, which would continue operation of the USCENTCOM Coalition Village as it exists now with no improvements to the temporary parking lots, was fully evaluated in the

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environmental assessment. The agency preferred alternative is completion of the project as described in the Proposed Action.

Air Quality: Air impacts are expected to be minimal. MacDill AFB is located in a maintenance area for Ozone, a criteria pollutant. Direct emissions from construction and indirect emissions from traffic and/or follow-on operations, when totaled are less than the de minimis amounts in 40 CFR 93.153. In addition, the EA found that the Proposed Action will not be a regionally significant source of air emissions; consequently, a conformity determination is not required

Noise: During construction at the USCENTCOM complex and permanent parking lots, a temporary increase in noise levels due to heavy equipment operation will occur. While this increase in noise will constitute a source of annoyance to receptors in the immediate proximity to the construction project, it will not have a significant long-term impact.

Wastes, Hazardous Materials, Stored Fuel: A temporary increase in the generation of non-hazardous solid waste will occur during construction at the USCENTCOM complex and permanent parking lots; however, landfill resources in Hillsborough County are more than sufficient to handle the waste and the temporary increase is not considered significant. The Proposed Action will not impact hazardous materials or stored fuel at MacDill AFB.

Water Resources: No significant impacts to surface water or groundwater quality will result from implementation of the Proposed Action.

Floodplains: The USCENTCOM complex is located in the 100-year coastal floodplain. Consequently, implementation of the Proposed Action will involve construction within the 100-year floodplain since it is both illogical and impractical to complete the proposed work anywhere except in the vicinity of the USCENTCOM complex. Currently, 80% of MacDill AFB is located within the coastal floodplain. The 20% of the installation located outside the floodplain is primarily used for airfield operations and support. Consequently, there are no construction sites available on the installation situated above the coastal floodplain. This situation leads to the conclusion that there is no practicable alternative (as defined in Executive Order 11988) to completing the Proposed Action in the coastal floodplain on the base.

All practicable measures to minimize the impact of floods on human health, safety and welfare and preserve the natural values of the floodplains will be implemented for the project. The project will not involve discharges of hazardous or sanitary wastewater to the floodplain or to Tampa Bay. There will be no negative impacts to the floodplain functions and values or threats to human life, health, and safety.

Biological Resources: Implementation of the Proposed Action will not impact terrestrial ecological resources. Coordination with the U.S. Fish and Wildlife Service has been completed and confirms that implementation of the Proposed Action will not impact any Federally-listed or state-listed species of concern or their habitat.

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Socioeconomics: Implementation of the Proposed Action will have short-term minor economic benefit for the Tampa community from the sale of construction materials and the rental and purchase of construction equipment as well as an increase in employment.

Cultural Resources: Coordination with the State Historic Preservation Office has been completed and confirms that the Proposed Action will not impact Cultural Resources.

Land Use: Modifications to the USCENTCOM complex and construction of permanent parking lots will not change the land use for the site; therefore, no significant impact to land use will be incurred with implementation of the Proposed Action.

Transportation: The Proposed Action will have a short term impact on transportation since the existing temporary parking lots would not be available to personnel during paving and striping of the new permanent lots. Limited parking space could result in personnel parking along the roadside or in unauthorized locations which may impede and slow traffic flow in the vicinity of the USCENTCOM complex. These impacts would be temporary; however, and do not represent long-term impacts to transportation at MacDill AFB.

Airspace/Airfield Operations: Implementation of the Proposed Action will not impact airspace or airfield operations at MacDill AFB since the proposed modifications and parking lots are not associated with airfield operations and are not located in the airfield area.

Safety and Occupational Health: The Proposed Action will involve trenching and excavation within the boundaries of an IRP site; however, the limited scope of work should not encounter any contaminated media. Consequently, no impacts to safety and occupational health will be incurred with implementation of the Proposed Action.

Geology and Soils: There will be no impacts to geology with implementation of the Proposed Action. The impacts to soil, primarily the potential for erosion, will be temporary and minimized through best management practices.

Coastal Zone Consistency Determination: In accordance with the Federal Coastal Zone Management Act (CZMA) and the Florida CZMA, this Federal action must be consistent, to the maximum extent practicable, with the Florida Coastal Zone Management Program (CMP). Appendix A to the environmental assessment contains the Air Force's Consistency Statement, which determined that the Proposed Action and alternatives presented in the environmental assessment are consistent with Florida's CMP. The Air Force submitted a copy of the attached environmental assessment with its consistency determination to the State of Florida. The State of Florida agrees that the Proposed Action and alternatives are consistent with the Florida CMP. Documentation of the state's concurrence is provided in Appendix C of the attached EA.

Environmental Justice: There are no minority or low-income populations in the area of the Proposed Action or alternatives, and thus, there will be no disproportionately high or adverse impact on such populations.

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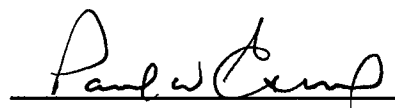
Indirect and Cumulative Impacts: There are no site-specific direct, indirect, or cumulative impacts associated with the Proposed Action.

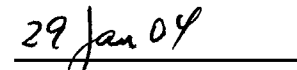
Relationship Between Short-term Uses and Enhancement of Long-term Productivity: Implementation of the Proposed Action will have a positive effect on long-term productivity by providing USCENTCOM with a secure, efficient complex to direct military efforts.

Irreversible and Irretrievable Commitment of Resources: Fuels, manpower, and costs related to the modification of the USCENTCOM complex and construction of the permanent parking lots will be irretrievably lost under the Proposed Action.

FINDING OF NO SIGNIFICANT IMPACT: Based on my review of the facts and analyses contained in the attached environmental assessment, which is hereby incorporated by reference, I conclude that the Proposed Action, modifications to the USCENTCOM complex and construction of permanent parking lots at MacDill AFB, will have no significant individual or cumulative impacts upon the environment. Accordingly, the requirements of NEPA, the regulations promulgated by the Council on Environmental Quality and the Air Force are fulfilled and an environmental impact statement is not required. The Tampa Tribune published a Notice of Availability on August 15, 2003. No comments were received during the public comment period ending September 16, 2003. The signing of this finding of no significant impact and finding of no practicable alternative (FONSI/FONPA) completes the environmental impact analysis process under Air Force Regulations.

FINDING OF NO PRACTICABLE ALTERNATIVE: Pursuant to Executive Order 11988, *Floodplains Management*, and the authority delegated in Secretary of Air Force Order (SAFO) 791.1, after taking the above information into account, I find that there is no practicable alternative to implementing the Proposed Action as described. Modifications to the USCENTCOM complex and construction of permanent parking lots is required, and it is both illogical and impractical to complete these tasks at any location besides the USCENTCOM facility, which is located within the coastal floodplain. Consequently, there is no practicable alternative to completing the proposed work within a floodplain. The Proposed Action, as designed, includes all practicable measures to minimize harm to the coastal floodplain. The Air Force has sent all required notices to Federal agencies, single points of contact, the State of Florida, local government representatives, and the local news media.


PAUL W. ESSEX
Major General, USAF
Acting Vice Commander


DATE

Attachment: Environmental Assessment

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SECTION 1.0

PURPOSE OF AND NEED FOR PROPOSED ACTION

This Environmental Assessment (EA) examines the potential for impacts to the environment resulting from the modification of United States Central Command (USCENTCOM) Coalition Village and construction of permanent parking lots at MacDill Air Force Base (AFB). The U.S. government's decision to combat terrorist activities in the U.S. and abroad has resulted in the mobilization of military and civilian personnel (and equipment) from around the world to the USCENTCOM facility at MacDill AFB. To support this mobilization of personnel and equipment, MacDill AFB has established a temporary operations unit adjacent to the USCENTCOM facility (Building 540). The operations unit, known as Coalition Village, consists of numerous mobile trailers that provide office, administrative and conferencing space for Coalition Forces personnel. The Coalition Village was constructed in the USCENTCOM's only parking lot that displaced parking for more than 680 vehicles. Temporary parking lots were constructed to meet the parking needs for USCENTCOM and Coalition Forces personnel. Since that time; however, a need for permanent parking lots has developed. Consequently, permanent asphalt parking lots complete with curbing, striping, and stormwater treatment/attenuation areas would be constructed to meet the needs of USCENTCOM and Coalition Forces personnel.

In addition to permanent parking, improvements to the CENTCOM/Coalition Village compound would be completed to meet increased force protection needs of the CENTCOM/Coalition Village and increase the efficiency of their operation. Improvements would include construction of a force protection wall around the entire perimeter of the USCENTCOM and Coalition Village compounds. The force protection wall would also encompass the Navy Central Command (NAVCENT) and Marine Central Command (MARCENT) complexes. The proposed project would also construct a driveway across the

existing drainage canal to physically connect the USCENTCOM and NAVCENT/MARCENT compounds.

Creation of Coalition Village and mobilization of forces to support the Coalition Village operation has resulted in a moderate increase in the number of personnel at MacDill AFB. This EA addresses the environmental effects associated with the increase in personnel and vehicles at MacDill AFB.

1.1 MISSION

Since 1996, MacDill AFB has been host to the 43rd Aerial Refueling Group (ARG) which joined the 6th Air Base Wing to form the 6th Air Refueling Wing (6 ARW). In 2001, MacDill AFB added another mission, the Airlift Support Fleet, and the base was designated the 6th Air Mobility Wing (6 AMW). The 6 AMW is the host unit at MacDill AFB and reports to the Air Mobility Command (AMC), headquartered at Scott AFB, Illinois. The mission of the wing is to provide worldwide air refueling and airlift in support of the Air Force's Global Reach, Global Power mission, and administrative, medical, and logistical support for USCENTCOM and the United States Special Operations Command (USSOCOM). In addition, the Base provides similar support to tenant agencies and the MacDill community, including over 70,000 retirees and their families. The organizational structure of 6 AMW consists primarily of a logistics group, medical group, operations group, and support group.

1.2 PURPOSE OF AND NEED FOR PROPOSED ACTION

To meet the needs of the USCENTCOM, MacDill AFB constructed temporary administrative and support facilities for the Coalition Forces personnel that have been mobilized to MacDill. The mobile trailers that form the Coalition Village were constructed in USCENTCOM's only parking lot that eliminated all of the available parking around USCENTOM. To meet the needs

of USCENTCOM and Coalition Forces personnel, temporary parking lots constructed of permeable material such as gravel and asphalt chips were initially constructed in areas adjacent to the USCENTCOM facility. Since that time, the temporary parking lots have proven to be inadequate to meet the needs of USCENTOM and permanent parking lots are now required. In addition to the construction of permanent parking lots, the USCENTCOM/Coalition Village compound must be modified beyond what was proposed during initial development of the Coalition Village complex. Proposed improvements to the USCENTCOM/Coalition Village compound include construction of a low force protection wall that completely encompasses the USCENTCOM/Coalition Village compound as well as the NAVCENT/MARCENT compound. A new driveway access would be constructed across a drainage canal to physically connect the USCENTCOM compound with the NAVCENT/MARCENT compound.

1.3 LOCATION OF PROPOSED ACTION

The Proposed Action would take place at MacDill AFB, located in Tampa, Florida. The Base occupies approximately 5,630 acres and is in Hillsborough County adjacent to the City of Tampa, at the southern tip of the Interbay Peninsula (Figure 1). The Base is surrounded on three sides by Tampa Bay and Hillsborough Bay, and is bordered on the north by development within the City of Tampa. Coalition Village is located in the permanent parking lot on the southwest side of Building 540 in the southeast corner of MacDill AFB. The new permanent parking lots would be constructed over the temporary parking lots which were constructed south and west of Coalition Village (Figure 1).

1.4 THE SCOPE OF THE ENVIRONMENTAL REVIEW

This EA identifies, describes, and evaluates potential environmental impacts associated with modification of Coalition Village and construction of permanent parking lots at MacDill AFB (the Proposed Action), as well as an alternative to the Proposed Action (No-Action

alternative). The EA includes an analysis of the impacts of the alternatives on the following environmental resources: air quality, noise, cultural resources, hazardous materials/waste, water resources, biological resources, land use, socioeconomics, safety and occupational health, geology and soils.

1.5 APPLICABLE REGULATORY REQUIREMENTS

This environmental analysis has been conducted in accordance with the President's Council on Environmental Quality (CEQ) regulations, Title 40 of the Code of Federal Regulations (CFR) §§1500-1508, as they implement the requirements of the National Environmental Policy Act (NEPA) of 1969, 42 U.S.C. §4321, et seq., and Air Force Instruction (AFI) 32-7061 Environmental Impact Analysis Process, as promulgated in 32 CFR Part 989. These regulations require federal agencies to analyze the potential environmental impacts of proposed actions and alternatives and to use these analyses in making decisions on a proposed action. Cumulative effects of other ongoing activities also must be assessed in combination with the Proposed Action. The CEQ was instituted to oversee federal policy in this process. The CEQ regulations declare that an EA is required to accomplish the following objectives:

- Briefly provide sufficient evidence and analysis for determining whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI);
- Aid in an agency's compliance with NEPA when an EIS is not necessary, and facilitate preparation of an EIS when necessary.

AFI 32-7061 specifies the procedural requirements for the implementation of NEPA and preparation of the EA.

Other environmental regulatory requirements relevant to the Proposed Action and alternative also are identified in this EA. Regulatory requirements under the following programs among others will be assessed: Noise Control Act of 1972; Clean Air Act; Clean Water Act; National Historic Preservation Act; Endangered Species Act; Resource Conservation and Recovery Act (RCRA), Toxic Substances Control Act (TSCA) of 1970; and Occupational Safety and Health Act. Requirements also include compliance with Executive Order (EO) 11988, Floodplain Management; EO 11990, Protection of Wetlands; Federal Coastal Zone Management Act; and EO 12898, Environmental Justice.

1.6 COASTAL ZONE CONSISTENCY DETERMINATION

The Federal Coastal Zone Management Act (CZMA) creates a state-federal partnership to ensure the protection of coastal resources. The Federal CZMA requires each Federal agency activity within or outside the coastal zone that affects any land or water use or natural resources of the coastal zone to be carried out in a manner which is consistent to the maximum extent practicable with the enforceable policies of approved state management programs. The Florida CZMA presumes that “direct Federal activities” will directly affect the coastal zone. According to the Florida Coastal Management Plan (CMP), “direct Federal activities” are those that “are conducted or supported by or on behalf of a federal agency in the exercise of its statutory responsibilities, including development projects.”

The Federal CZMA required Federal agencies carrying out activities subject to the Act to provide a “consistency determination” to the relevant state agency. The Federal regulations implementing the Act then require the state agency to inform the Federal agency of its agreement or disagreement with the Federal agency’s consistency determination. Therefore, the Proposed Action and alternative analyzed in this EA require a consistency determination to be submitted by the U.S. Air Force to the relevant Florida agency and a response from the State of Florida

of either agreement or disagreement with that determination. The Air Force's Consistency Determination is contained in the Consistency Statement at Appendix A. This EA including the Air Force's Consistency Statement was submitted to Florida State Clearinghouse for a multi-agency review. The Florida Department of Community Affairs assembled and reviewed the comments provided by the various state and county agencies and determined that the proposed project is consistent with the Florida Coastal Management Program (Appendix C). Of the Florida statutory authorities included in the CMP, impacts from the proposed project, and mitigation of such impacts in the following areas are addressed in this EA: beach and shore preservation (Chapter 161), historic preservation (Chapter 267), economic development and tourism (Chapter 288), public transportation (Chapters 334 and 339), saltwater living resources (Chapter 370), living land and freshwater resources (Chapter 372), water resources (Chapter 373), environmental control (Chapter 403), and soil and water conservation (Chapter 582).

SECTION 2.0

DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

This section provides a description of the Proposed Action and the alternative to the Proposed Action. The Proposed Action involves minor modifications to the CENTCOM Coalition Village and the construction of permanent parking lots in place of the temporary parking lots originally constructed. Coalition Village consists of a group of mobile trailers situated in the parking lot southwest of the USCENTCOM facility (Building 540). Coalition Village was created in October 2001 to provide additional administrative space for USCENTCOM as Coalition Forces personnel from around the world were mobilized to MacDill AFB in support of the U.S. governments decision to combat terrorist activities. Construction of Coalition Village in the USCENTCOM parking lot eliminated parking spaces for approximately 680 vehicles. To accommodate the parking needs of USCENTCOM and Coalition Forces personnel, temporary parking lots were constructed on the unoccupied land immediately south and west of the USCENTCOM parking lot. Since that time, the temporary parking lots have proven to be unsatisfactory and permanent parking facilities are required. The Proposed Action also includes improvements to the USCENTCOM/Coalition Village compound including low security wall, hydraulic bollards, a guardhouse and added driveways and roadway to facilitate vehicle movement within the compound. Additional portions of the Proposed Action include the installation of electric, communication and water lines below ground to reduce obstructions and improve safety within Coalition Village. The improvements to the USCENTCOM/Coalition Village compound would create a safer and more efficient work environment for USCENTCOM and Coalition Forces personnel.

The only alternative considered was the No-Action alternative. Under the No-Action alternative, no permanent parking lots would be constructed and no modifications to the existing

Coalition Village would be made. This section describes the Proposed Action and No Action alternative in detail, how these options were developed, and the basis for selection of the Proposed Action.

This section specifically includes:

- A list of the environmental constraints and other selection criteria that influence the location of the Proposed Action;
- A detailed description of the Proposed Action;
- A description of the only alternative, the No-Action alternative; and
- A matrix comparing the environmental effects of the Proposed Action and No Action alternative.

2.1 SELECTION CRITERIA

The mobile trailers that form Coalition Village are located in the USCENCOM parking lot on the southwest side of Building 540. The temporary parking lots are located south and west of the USCENCOM parking lot where the Coalition Village has been constructed. The proposed project would convert the temporary parking lots into permanent parking lots. The permanent parking facilities must provide a sufficient number of parking spaces to accommodate the needs of USCENCOM and Coalition Forces personnel. The parking facilities must restrict unauthorized access and provide a single entry control point to meet force protection requirements. The parking facilities must provide a stable, well-drained but flat surface for parking vehicles and equipment.

Modifications to Coalition Village would occur within the confines of the “village”. Modifications should correct the current situation of multiple wires, conduit, and piping which

runs ‘over ground’ throughout the trailers. These electrical, communications and water lines create safety concerns and restrict the mobility of equipment within Coalition Village.

The Proposed Action meets the selection criterion. The No-Action alternative would continue operation of Coalition Village and use of the temporary parking lots.

2.2 DETAILED DESCRIPTION OF THE PROPOSED ACTION

2.2.1 Background

Coalition Village was created in October 2001 to support of the U.S. governments decision to combat terrorist activities in the U.S. and abroad. Coalition Village consists of approximately 48 mobile trailers situated in the parking lot southwest of the USCENTCOM facility (Building 540) which provide additional administrative space for Coalition Forces personnel who have been mobilized from around the world to USCENTCOM at MacDill AFB. The mobile trailers provide office, administrative and conferencing space for the Coalition Forces personnel. The trailers are equipped with the electronic, computer, and communications equipment required for USCENTCOM and Coalition Forces personnel to successfully implement their mission. Individual trailers have electric and communications hook-ups but do not have water or sanitary sewer connections. Three trailers, distributed throughout Coalition Village, have been connected to the base potable water and sanitary sewer system and designed as the restroom facilities for the entire village. Access to Coalition Village is restricted through use of Jersey Barriers, chain link fencing, existing drainage ditch, existing barrier walls, and other fencing. Access to Coalition Village is controlled through designed entry control points. One section of mobile trailers within Coalition Village has been additionally fortified and is designated as a Secure Compartmentalized Information Facility (SCIF) area.

Construction of Coalition Village in the USCENTCOM parking lot eliminated parking spaces for approximately 680 vehicles. To accommodate the parking needs of USCENTCOM and Coalition Forces personnel, temporary parking lots were constructed on the unoccupied land immediately southwest and west of the USCENTCOM parking lot. Since that time, the temporary parking lots have proven to be unsatisfactory and permanent parking facilities are required.

Other proposed modifications to the Coalition Village are required to create a safer and more efficient work environment for USCENTCOM and Coalition Forces personnel.

2.2.2 Proposed Action

The proposed action would replace the current temporary parking lots with permanent asphalt parking lots. The temporary parking lots are constructed of permeable material such as gravel and asphalt chips. This method of construction was employed to avoid creating impervious surfaces that could impact the 100-year floodplain, requiring permitting and construction of stormwater treatment/attenuation areas. Stormwater for the local basin area where the temporary parking lots are constructed currently flows through a system of ditches and stormwater pipes to an existing stormwater treatment/attenuation area. The existing stormwater treatment/attenuation area would be modified or augmented with additional stormwater treatment areas, as required, when the permanent parking lots are constructed. The permeable material laid down for the temporary parking lots will serve as the base material for the new asphalt parking lots. Construction of permanent parking lots would include permanent asphalt surface, striping, stormwater treatment/attenuation areas, and security fencing. Construction of permanent parking lots would require application for a project-specific stormwater management permit from the Southwest Florida Water Management District.

The project also includes completion of some modifications to the USCENTCOM/Coalition Village compound to improve security and safety. For increased force protection a low concrete masonry unit (CMU) security wall would be constructed around the USCENTCOM/Coalition Village compound and the NAVCENT/MARCENT compound. The four-foot high CMU security wall would restrict access by unauthorized vehicles and provide the required stand-off distance, or maximize available stand-off distance from the enclosed facilities. The new security wall would eliminate direct street access to the small parking lot in front of the USCENTCOM building. The security wall would be constructed with drainage channels so that the existing drainage patterns will not be restricted. The security wall would only have four access points, all of which would be equipped with hydraulic bollards or rolling security gates. A guardhouse would be constructed at the primary entrance point along Zemke Avenue on the south side of the USCENTCOM building.

Construction of the security wall around the USCENTCOM/NAVCENT/MARCENT complex would significantly restrict access and movement of equipment and vehicles within the complex. To compensate for hardening of the outer perimeter of the complex, some modifications to the infrastructure inside the security wall would be completed. Inside the security wall the main entrance driveway would be widened by approximately 15 feet (toward the adjacent drainage canal east of the entrance road) to permit easier access for large commercial vehicles which must make deliveries. Near the end of the main entrance road a box-type culvert would be installed in the drainage ditch and a new roadway would be installed across the drainage canal. The new roadway across the ditch would be approximately 20 feet wide. The new roadway would connect the USCENTCOM/Coalition Village compound with the NAVCENT/MARCENT compound. Since roadway access to the front of the USCENTCOM building would be eliminated with the construction of the new security wall, a new driveway would be constructed to access the front parking lot. The new driveway would

run from the west side of the rear parking lot around the west side of the USCENCOM building to the small parking area on the front side of the building.

Other proposed modification to the USCENCOM/Coalition Village complex include the trenching-in of the electric, communication and water lines which currently run 'over ground' throughout the Coalition Village complex. Narrow trenches would be cut in the asphalt to approximately three feet below land surface. The 'over ground' lines would be installed in the trenches and then backfilled. Once backfilled the land surface along the trench line would be resurfaced with asphalt to match the surrounding area.

Implementation of the Coalition Forces mission has resulted in a moderate increase in the number of personnel on base as military and civilian personnel from around the world are mobilized to MacDill to support the new mission. The increase in personnel on MacDill AFB results in an increased number of vehicles on the base as well as increased pressure on the base potable water system, sanitary sewer system and the base wastewater treatment plant.

2.3 DESCRIPTION OF THE NO ACTION ALTERNATIVE

Under the No Action alternative, no new permanent parking lots would be constructed and the existing temporary parking lots would continue to be used. Under this alternative there would be no impacts to the 100-year floodplain because the existing temporary parking lots are constructed on permeable material that allows rainwater and surface water run-off to infiltrate into the ground. There would be no risk of damage to facilities within the 100-year floodplain since temporary flooding would not damage the parking lots. The parking needs of USCENCOM and Coalition Forces personnel would be met since the existing temporary parking areas would still be used to provide parking facilities for personnel.

Under the No Action alternative no force protection improvements would be completed, leaving the USCENTCOM/NAVCENT/MARCENT complex more vulnerable to attack or sabotage. Given the current international situation, and the United States lead role in the fight against global terrorism the threat of attack is real. This situation could dramatically impact the mission of the various central command organizations.

With the No Action alternative, modification to Coalition Village would not be made and the potentially unsafe and inefficient set-up of cables, conduit and piping which run 'over-ground' throughout the Coalition Village would not be changed. Leaving the cables, electric and communications conduit, and water and sewer lines above ground creates safety hazards from tripping and falling. In addition, the above ground location of cables, conduit and piping, even when bundled and covered by ramps, makes the movement of heavy or bulky equipment and supplies difficult since personnel are required to navigate over or around the obstructions which impede the path. Finally, leaving cables, conduit and piping exposed at the surface creates the potential for accidental or intentional (sabotage) damage to these utilities which could significantly impact operations within Coalition Village.

2.4 IDENTIFICATION OF THE PREFERRED ALTERNATIVE

Construction of permanent parking lots and completing the proposed modifications to Coalition Village as proposed in Section 2.2 is the agency preferred alternative.

2.5 IDENTIFICATION OF THE ENVIRONMENTALLY PREFERRED ALTERNATIVE

The environmentally preferred alternative is the No Action alternative since this would eliminate potential impacts to the 100-year floodplain caused by increasing the impermeable surface and trenching for the utility lines.

2.6 OTHER ACTIVITIES IN THE AREA

There are no other construction projects proposed for areas adjacent to Coalition Village and the existing temporary parking lots.

2.7 COMPARISON OF ENVIRONMENTAL EFFECTS OF THE PROPOSED ACTION AND ALTERNATIVES

Table 2.1 (back of text) is a summary of the potential environmental impacts of the Proposed Action and No Action alternative.

SECTION 3.0

AFFECTED ENVIRONMENT

This section describes the characteristics of the existing natural and man-made environment that could be affected by the Proposed Action and No Action alternative. A summary of the overall mission objectives of MacDill AFB is also provided. This section establishes the basis for assessing impacts of the alternatives on the affected environment provided in Section 4.0.

First established in 1939 as an Army airfield, MacDill AFB became an Air Force Base in 1948. The Base has undergone several mission changes and played a vital role in training and strategic defense. Today, the host unit at MacDill AFB is the 6th Air Mobility Wing (AMW). The Base is home to several key tenant units, including USCENTCOM, USSOCOM, and the National Oceanic and Atmospheric Administration (NOAA) of the Department of Commerce (DOC).

MacDill AFB comprises 5,630 acres. The installation elevation ranges from sea level to approximately 15 feet above mean sea level (MSL). Much of the Base is less than five feet above MSL, and wetland areas are common, especially mangrove wetlands.

The Base has an active runway (04-22) and an inactive runway that is used as a taxiway. MacDill AFB airfield facilities provide the capability to accommodate any aircraft in service with the United States government. The Base contains more than 900 buildings, including administrative and support facilities, a hospital and dental clinic, military housing, and recreation areas.

MacDill AFB is located in Hillsborough County at the southern tip of the Interbay Peninsula. The Base is surrounded on three sides by Tampa Bay and Hillsborough Bay and is bordered on the north by development within the City of Tampa. Land uses adjacent to the Base are a mix of single-family residential, light commercial and industrial designations.

The area has a humid, subtropical climate characterized by long, hot summers and short, mild winters. The average annual temperature is approximately 73 degrees Fahrenheit (°F) with average minimum and maximum temperatures being approximately 63°F and 82°F, respectively. The rainy season generally occurs from May through September, with the dry season occurring during late fall and winter. Annual rainfall averages approximately 44 inches.

3.1 AIR QUALITY

The Clean Air Act (CAA), as amended in 1977 and 1990, provides the basis for regulating air pollution to the atmosphere. Different provisions of the CAA apply depending on where the source is located, which pollutants are being emitted, and in what amounts. The CAA required the United States Environmental Protection Agency (USEPA) to establish ambient ceilings for certain criteria pollutants. The ceilings were based on the latest scientific information regarding the effects a pollutant may have on public health or welfare. Subsequently, USEPA promulgated regulations that set national ambient air quality standards (NAAQS). Two classes of standards were established: primary and secondary. Primary standards define levels of air quality necessary, with an adequate margin of safety, to protect public health, including the health of “sensitive” populations such as asthmatics, children, and the elderly. Secondary standards define levels of air quality necessary to protect public welfare (e.g. decreased visibility; damage to animals, crops, vegetation, wildlife, and buildings) from any known or anticipated adverse effects of a pollutant.

Air quality standards are currently in place for six “criteria” pollutants: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), sulfur oxides (SO_x, measured as sulfur dioxide [SO₂]), lead (Pb), and particulate matter with an aerodynamic diameter less than or equal to 10 micrometers (PM₁₀). There are many suspended particles in the atmosphere with aerodynamic diameters larger than 10 micrometers, and the collective of all particle sizes is commonly

referred to as total suspended particulates (TSP). The NAAQS are the cornerstone of the CAA. Although not directly enforceable, they are the benchmark for the establishment of emission limitations by the states for the pollutants USEPA determines may endanger public health or welfare.

O₃ (ground-level O₃), which is a major component of “smog”, is a secondary pollutant formed in the atmosphere by photochemical reactions involving previously emitted pollutants or precursors. O₃ precursors are mainly nitrogen oxides (NO_x) and volatile organic compounds (VOCs). NO_x is the designation given to the group of all oxygenated nitrogen species, including nitric oxide (NO), NO₂, nitrous oxide (N₂O), and others. However, only NO, NO₂, and N₂O are found in appreciable quantities in the atmosphere. VOCs are organic compounds (containing at least carbon and hydrogen), that participate in photochemical reactions, and include carbonaceous compounds except metallic carbonates, metallic carbides, ammonium carbonate, carbon dioxide (CO₂), and carbonic acid. Some VOCs are considered nonreactive under atmospheric conditions and include methane, ethane, and other organic compounds.

As noted above, O₃ is a secondary pollutant and is not directly emitted from common emissions sources. Therefore, to control O₃ in the atmosphere, the effort is made to control NO_x and VOC emissions. For this reason, NO_x and VOC emissions are calculated and reported in emission inventories.

The Environmental Protection Commission of Hillsborough County (EPC) is responsible for issuing and enforcing the CAA Title V Air Operation Permit (Permit No. 0570141-001-AV issued 21 Oct 99) for MacDill AFB. The regulated emission units at MacDill AFB include seven JP-8 tanks, one additive storage tank, three steam generating boilers, two liquid oxygen/nitrogen generators, nine paint spray booths, and a bead-blasting booth. The 1998 air emission inventory at MacDill AFB found the installation is a major source of nitrogen oxides

with potential emissions of 184 tons per year. The Title V Air Operation Permit indicates the installation is not a major source of hazardous air pollutants. MacDill AFB files compliance emission test data with the county, and monitors emission sources as required under the Title V permit.

3.1.1 Attainment Status

The fundamental method by which USEPA tracks compliance with the NAAQS is the designation of a particular region as “attainment” or “non-attainment.” Based on the NAAQS, each state is divided into four types of areas for each of the criteria pollutants:

- 1) Those areas that are in compliance with the NAAQS (attainment),
- 2) Those areas that don’t meet the ambient air quality standards (non-attainment),
- 3) Those areas that were formerly non-attainment, but are currently in maintenance of attainment status, and
- 4) Those areas where a determination of attainment/non-attainment cannot be made due to a lack of monitoring data (unclassifiable – treated as attainment until proven otherwise).

MacDill AFB is located in Hillsborough County within the West Central Florida Intrastate Air Quality Control Region (AQCR). Hillsborough County has received full air permitted delegation from the State. This allows the EPC, exclusively, to conduct permitting determinations, process applications, and issue air pollution permits for most facilities. While Hillsborough County has one monitoring location not in attainment for lead, the USEPA has designated the air quality within Hillsborough County as meeting NAAQS for all criteria pollutants (60 FR 62748, December 7, 1995). The county was formerly non-attainment for ozone, but is currently in maintenance of attainment.

3.1.2 Baseline Air Emissions

An air emissions inventory is an estimate of total mass emission of pollutants generated from a source or sources over a period of time, typically a year. The quantity of air pollutants is generally measured in pounds per year or tons per year (tpy). Emission sources may be categorized as either mobile or stationary emission sources. Typically, mobile emission sources at Air Force installations include aircraft, surface vehicles, aerospace ground equipment, and weapons testing. Stationary emission sources may include boilers, generators, fueling operations, industrial processes, and burning activities among others. Accurate air emissions inventories are needed for estimating the relationship between emissions sources and air quality. The 1997 Air Emissions Inventory summary for Hillsborough County is presented in Table 3.1.2 and includes only stationary sources.

Table 3.1.2 Stationary Air Emissions Inventory,
Hillsborough County, Florida

Stationary Pollutant Emission Sources	CO (tpy)	VOC (tpy)	SO _x (tpy)	No _x (tpy)	PM ₁₀ (tpy) ³	Pb (tpy)
Hillsborough County ¹	19,272	27,703	NA	82,563	NA	53
MacDill AFB ²	5.06	31.73	0.56	15.48	5.41	--

1 Source: 1997 Air Emissions Inventory, EPC of Hillsborough County (NA = not available)

2 Source: MacDill AFB 1998 Air Emissions Inventory, Executive Summary

3 PM₁₀ estimated as 50 percent of the 1990 tons per year reported for TSP.

Radon gas. The level at which the USEPA recommends consideration of radon mitigation measures is 4 picocuries per liter (pCi/L). According to a sampling report obtained from 6

AMDS/SGPB, radon is not a concern at MacDill AFB (USAF, 1987). All samples analyzed were below the USEPA target levels of 4 pCi/L.

3.1.3 State Regulations

The CAA does not make the NAAQS directly enforceable, but requires each state to promulgate a State Implementation Plan (SIP) that provides for implementation, maintenance, and enforcement of the NAAQS in each AQCR in the state. The CAA also allows states to adopt air quality standards that are more stringent than the federal standards. The Florida SIP has adopted the NAAQS as the Florida standards as listed in Table 3.1.3.

Table 3.1.3 National and State Ambient Air Quality Standards

Criteria Pollutant	Averaging Time	Primary NAAQS ^{a,b,c}	Secondary NAAQS ^{a,b,d}	Florida Standards ^{a,b}
Carbon Monoxide	8-hour 1-hour	9 ppm (10 mg/m ³) 35 ppm (40 mg/m ³)	No standard No standard	9 ppm (10 mg/m ³) 35 ppm (40 mg/m ³)
Lead	Quarterly	1.5 µg/m ³	1.5 µg/m ³	1.5 µg/m ³
Nitrogen Dioxide	Annual	0.0543 ppm (100 µg/m ³)	0.0543 ppm (100 µg/m ³)	0.0543 ppm (100 µg/m ³)
Ozone	8-hour	0.08 ppm (150 µg/m ³)	0.08ppm (150 µg/m ³)	0.08ppm (150 µg/m ³)
PM ₁₀	Annual 24-hour	50 µg/m ³ 150 µg/m ³	50 µg/m ³ 150 µg/m ³	50 µg/m ³ 150 µg/m ³
Sulfur Oxides (measured as SO ₂)	Annual 24-hour 3-hour	0.03 ppm (80 µg/m ³) 0.14 ppm (365 µg/m ³) No standard	No standard No standard 0.50 ppm (1,300 µg/m ³)	0.03 ppm (80 µg/m ³) 0.14 ppm (365 µg/m ³) No standard

PM₁₀ Particles with aerodynamic diameters less than or equal to a nominal 10 micrometers

^a The 8-hour primary and secondary ambient air quality standards are met at a monitoring site when the average of the annual fourth-highest daily maximum 8-hour average ozone concentration is less than or equal to 0.08ppm.

^b The NAAQS and Florida standards are based on standard temperature and pressure of 25 degrees Celsius and 760 millimeters of mercury.

- ^c National Primary Standards: The levels of air quality necessary to protect the public health with an adequate margin of safety. Each state must attain the primary standards no later than three years after the state implementation plan is approved by the USEPA.
- ^d National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant. Each state must attain the secondary standards within a “reasonable time” after the state implementation plan is approved.

3.2 NOISE

The meaning of noise for this analysis is undesirable sound that interferes with speech communication and hearing, or is otherwise annoying (unwanted sound). Under certain conditions, noise may cause hearing loss, interfere with human activities at home and work, and may affect people’s health and well-being in various ways. Community noise levels usually change continuously during the day, and also exhibit a daily, weekly, and yearly pattern.

The day-night average sound level (DNL) developed to evaluate the total daily community noise environment applies here. In June 1980, the Federal Interagency Committee on Urban Noise published guidelines (FICUN 1980) relating DNL values to compatible land uses. This committee was composed of representatives from the U.S. Departments of Defense, Transportation, and Housing and Urban Development; the USEPA; and the Veterans Administration. Since their issuance, Federal agencies have generally adopted their guidelines for noise analysis. Most agencies have identified 65 decibels (dB) DNL as a criterion that protects those most affected by noise and that can often be achieved on a practical basis. Base activities that have the highest potential source of noise impacts are the aircraft/airspace operations. The Air Installation Compatible Use Zone (AICUZ) Study (1998) plotted the day-night average sound level (DNL) from 65 to 80 dB for a typical busy day at MacDill. The DNL contours reflect the aircraft operations at MacDill AFB. The DNL 65 dB contour covers the main runway, and extends about one mile southwest over Tampa Bay, and about 1.5 miles northeast over Hillsborough Bay. The USCENTCOM facility is outside the 65 dB contour.

3.3 WASTES, HAZARDOUS MATERIALS, AND STORED FUEL

3.3.1 Wastes

There are two classifications of wastes generated at MacDill AFB: nonhazardous solid waste and hazardous waste. Nearly 80 percent of the solid waste generated from various residential and industrial sources is incinerated as an energy source at the City of Tampa incineration facility off base. The remainder is disposed at Hillsborough County landfill facilities. Curbside recycling is available in Military Family Housing areas at the Base and cardboard, paper, and aluminum recycling is conducted throughout the Base.

Hazardous wastes generated at MacDill AFB include solvents, fuels, lubricants, stripping materials, used oils, waste paint-related materials, and other miscellaneous wastes. The responsibility for managing hazardous waste lies with the generating organization and 6 CES/CEV. Wastes come from approximately 50 locations throughout the Base and are managed at satellite accumulation points base-wide. At a satellite accumulation point up to 55 gallons of waste can be accumulated for an indefinite length of time. Satellite accumulation points are located at or near the points of hazardous waste generation. The former hazardous waste storage facility at Building 1115 is now in closure status under RCRA and is currently classified as a 90-day accumulation point. At a 90-day accumulation point an indefinite quantity of hazardous waste can be accumulated for up to 90 days. The Defense Reutilization and Marketing Office (DRMO) is responsible for the sale, reclamation, or disposal of hazardous materials and wastes.

Used oil is accumulated at sites around the Base and is periodically picked up by an outside contractor for recycling. Waste antifreeze, tires, batteries, and fluorescent bulbs are also picked up by outside contractors for recycling.

3.3.2 Hazardous Materials

Approximately 105 operations base-wide use hazardous materials. Hazardous materials on-base include various organic solvents, chlorine, freon, paints, thinners, oils, lubricants, compressed gases, pesticides, herbicides, nitrates, and chromates. A detailed tracking and accounting system is in place to identify potentially hazardous materials and to ensure that Base organizations are approved to use specific hazardous materials. The Base is following Air Force guidelines to identify and eliminate the use of ozone-depleting chemicals.

3.3.3 Stored Fuel

The Base receives jet fuel (JP-8) at the Defense Fuel Supply Point (DFSP) by pipeline from Port Tampa, while other fuels such as diesel, gasoline and heating oil, are delivered to the Base by commercial tank trucks. JP-8 storage capacity at DFSP and MacDill AFB is over 7.5 million gallons. Base storage facilities for JP-8 consist of four large, aboveground, floating-roof tanks at DFSP (total capacity 5.3 million gallons total). Additional JP-8 storage facilities around the base include 44 underground JP-8 tanks for the flightline hydrant fueling system (total capacity 2.2 million gallons); three aboveground storage tanks (ASTs) at the Fuels Mobility Support Equipment (FMSE) area; and small bowzers at various locations around the flightline.

Diesel, gasoline and heating oil are stored throughout MacDill in small to medium-sized USTs and ASTs. Some of the larger storage tanks for these fuels include four 12,000-gallon USTs for gasoline and diesel at the base military service station, three 12,000-gallon USTs for gasoline at MacDill's commercial service station and one 12,000-gallon heating oil tank at the hospital. There are numerous smaller USTs and ASTs throughout the base predominantly for storage of diesel fuel for emergency power generation.

3.4 WATER RESOURCES

3.4.1 Surface Water

Surface water flows at the Base are primarily from stormwater runoff. Topographic maps show that the entire Base is an independent drainage area with no natural surface waters entering or leaving the site prior to final discharge into Tampa Bay. Most of the Base drains toward the southern tip of the Interbay Peninsula; however, the easternmost section of the Base drains toward Hillsborough Bay.

About 25 percent of the Base surface cover is impervious. The soil type is predominantly poorly drained fine sands. The drainage system consists of piping and surface ditches. Man-made ponds exist primarily on the southeast portion of the Base. In the southern portion of the Base there is a poorly drained area that includes two creeks, Coon's Hammock Creek and Broad Creek. This area is subject to shallow flooding by the highest of normal tides.

The USEPA issued a National Pollutant Discharge Elimination System (NPDES) multi-sector storm water general permit (No. FLR05B679) to MacDill AFB in October 1998. This permit authorizes the discharge of storm water associated with industrial activity. Areas of potential runoff contamination at the Base are the runways and the airfield aprons.

In addition to runoff flows, there are non-rainfall related flows discharging into the storm water system. These flows include drainage from equipment maintenance facilities. To control for discharges of floating pollutants resulting from accidental spills, the Base maintains a number of boom-type containment systems and absorbents across storm water channels. The Base also maintains a Spill Prevention Control and Countermeasures (SPCC) Plan to satisfy 40 CFR 112. Per the same regulation, a Facility Response Plan was developed given the location of the Base

adjacent to navigable waters and shorelines, as well as the amount of fuel storage capacity existing on site.

3.4.2 Groundwater

There are two aquifer systems underlying MacDill AFB, the surficial aquifer and the Floridan aquifer. The surficial aquifer system, which consists generally of sand, clayey sand, and shell, is unconfined and is approximately 20 feet thick; however, the surficial aquifer is not used for water supply at MacDill AFB. In residential areas beyond the Base boundaries, small-diameter wells are installed in the surficial aquifer to supply small irrigation systems. The Floridan aquifer underlies the surficial aquifer and is separated from it by a clay confining layer. The Floridan aquifer is a major source of groundwater in the region, but is not used for water supply at MacDill AFB. Potable water is supplied to MacDill AFB by the City of Tampa, which obtains most of its drinking water from surface water sources.

The water table in the surficial aquifer is shallow and ranges from land surface near Tampa Bay and tidal creeks to approximately five feet below land surface at inland locations. Groundwater levels and flow directions generally are determined by low gradients and are tidally influenced by ditches and canals and by Hillsborough and Tampa Bays. The direction of groundwater flow in the surficial aquifer is generally radial from the north-central portion of the Base towards the coastline. Groundwater mounding has been shown to occur in the golf course area where reclaimed water from the on-base wastewater treatment plant is applied by spray irrigation.

Groundwater quality has been affected by past and present Base activities. Elevated volatile organic compound concentrations have been found in surficial aquifer groundwater at various sites that contain or contained petroleum storage tanks. Elevated metals concentrations have been found in areas of former landfills. Elevated nitrate, nitrite, and pesticide concentrations have been identified in golf course areas.

3.5 FLOODPLAINS

According to information provided by the Federal Emergency Management Agency (FEMA Maps dated 1982-1991), 80 percent of the Base is within the 100-year floodplain (Figure 3-1). The maps indicate that all the residential, industrial, and institutional (medical and education) land uses on the Base are within the 100-year floodplain, along with most of the commercial and aviation support areas. The remaining 20% of land that is above the floodplain is designated primarily for airfield operations. The USCENTCOM Facility is located within the 100-year floodplain near the northern edge on the base.

The extent of the floodplain is an important consideration for MacDill AFB because EO 11988, Floodplain Management Guidelines, regulates the uses of these areas. The objective of this presidential order is to avoid to the extent possible the long- and short-term adverse impacts associated with occupancy and modification of floodplains. The order applies to all Federal agencies conducting activities and programs that may potentially affect floodplains. To comply with EO 11988, before taking any action, the Air Force must evaluate the impacts of specific proposals in the floodplain.

3.6 BIOLOGICAL RESOURCES

3.6.1 Vegetative Communities

Land use on MacDill AFB includes urban, light industrial, residential, or improved vacant land. The improved vacant land includes cleared open fields, grassed areas, treated wastewater spray fields, and the golf course. The developed and semi-developed areas on the Base comprise approximately 3,500 acres of the 5,630-acre Base. The few undeveloped areas within the Base boundaries have all experienced some degree of disturbance, such as ditching, clearing, or the encroachment of exotic vegetation. The unimproved vegetative communities include

forested uplands and shrub-scrub wetlands. The USCENTCOM facility is located in the heavily developed area of the base amongst numerous other facilities and structures.

3.6.2 Wetlands

The 1998 Wetland Delineation Study identified, delineated, and classified approximately 1,195 acres of wetlands on MacDill AFB. Wetland systems included palustrine wetlands (315 acres) and scrub/shrub wetlands (880 acres). Mangrove wetlands are the principal scrub/shrub wetland community on the Base. Black mangrove (*Avicennia germinans*) and white mangrove (*Laguncularia racemosa*) are the dominant species. Red mangrove (*Rhizophora mangle*) is also present at the waterward fringes of the community. The mangroves have been negatively impacted by historic dredge and fill activities and the excavation of mosquito ditches. However, despite these impacts, this community provides valuable wildlife habitat and is protected by state and local regulations.

A base-wide wetland survey performed by an U.S. Army Corps of Engineers (USCOE) certified wetland delineator indicated the locations of Waters of the United States and vegetated wetlands at MacDill AFB (USAF, 1998). The only wetlands in the vicinity of the USCENTCOM facility and proposed parking areas is the drainage canal which transects Zemke Avenue due south of the USCENTCOM building (USAF, 1998). The narrow northeast/southwest drainage canal that runs between the USCENTCOM compound and the NAVCENT/MARCENT compound is classified as an estuarine scrub/shrub emergent wetland. The tidally influenced drainage canal is directly connected to Hillsborough Bay approximately 500 feet northeast of the USCENTCOM facility. The drainage canal is approximately 15 feet wide and roughly eight feet deep. There is little vegetation on the ditch banks besides grass in the vicinity of the USCENTCOM/NAVCENT compounds but mangroves line the banks as the ditch nears Hillsborough Bay. An October 2001 site visit verified the absence of wetlands other

than the drainage canal in areas around the USCENTCOM facility and proposed permanent parking lots.

3.6.3 Wildlife

Representatives from the Florida Fish and Wildlife Conservation Commission (formerly the Florida Game and Freshwater Fish Commission), National Audubon Society, and the Tampa Bay Sanctuaries completed an evaluation of the wildlife habitat on MacDill AFB in 1994. These surveys determined that the habitat quality ranged from poor to excellent, with the upland forested communities considered poor and the mangrove wetlands considered excellent. The upland forested habitat has been degraded for native fauna due to the suppression of the natural fire cycle, the fragmentation of the habitat, and the invasion of exotic vegetation. The mangrove wetland habitat has been degraded somewhat by the excavation of mosquito ditches and the deposition of spoil within the wetlands. However, the large contiguous habitat area that the mangroves provide and the relative inaccessibility to humans has increased the habitat value.

The surveys also included an evaluation of the wildlife species present and potentially present on the Base. The species observed during the surveys included one reptile, 10 mammals, and 79 birds. Based on the types of habitat available, the survey concluded that 20 reptiles, 17 mammals, and 155 birds might occur within the boundaries of the Base.

3.6.4 Endangered, Threatened, and Special Concern Species

Wildlife species listed by federal or state agencies as endangered, threatened, or of special concern and known to occur permanently or periodically, or have the potential to occur on the Base are shown in Table 3.6 (back of text). The majority of the listed species are associated with the mangrove community and include shore birds, wading birds, and raptors. These species use the mangrove community primarily for foraging and nesting.

The forested upland communities provide habitat for several state and federally listed species. The southeastern American kestrel, the burrowing owl, and gopher tortoise have been observed within this community on the Base. Other listed species that may occur in this habitat include gopher frog, Florida pine snake, short-tailed snake, Bachman's warbler, and Florida mouse. Two bald eagle nests are located on MacDill AFB, however, both are located a good distance south of the proposed work site. One of the eagle's nests has been an inactive nest since the 1998/1999 nesting season. The tree with the active eagles nest was blown over and the nest destroyed during tropical storm (Tropical Storm Gabriel) in September 2001. In May 2002, it was identified that the bald eagles had established a new nest in a mature long leaf pine in the munitions storage area, a restricted access zone. A new 1,500-foot clear zone has been established around the new nest site.

In 1996, the *Endangered Species Management Plan MacDill AFB* and the *Biological Survey of MacDill AFB* identified the general locations of protected species at MacDill AFB. The report does not identify any protected species in the vicinity of the USCENTCOM facility (USAF, 1996).

3.7 SOCIOECONOMICS

The Economic Impact Region (EIR) for MacDill AFB is the geographic area within a 50-mile radius of the Base subject to significant Base-related economic impacts. The area includes all or part of Hillsborough, Pinellas, Polk, Pasco, Hardee, Manatee, Sarasota, and DeSoto Counties.

According to the 1998 Economic Resource Impact Statement for MacDill AFB, the Center for Economic and Management Research of the University of South Florida has estimated the total economic impact of MacDill AFB on the EIR as \$3.5 billion with over 105,000 jobs supported. The two types of impacts the Base has on the economy are Base operations and retiree income.

Base operations require input of local labor, goods, and services. This impact supports approximately 41,000 jobs in the Tampa Bay region and provides a total annual economic impact of \$1.34 billion. The direct impact on local income produced by Base expenditures is \$494 million.

Retirees who have moved into the region because of the services provided to them by the Base place additional demands on all facets of the region's economy. Retiree income provides a total economic impact of \$2.19 billion and supports over 64,000 jobs in the EIR. This total impact reflects retirees' spending patterns and the interaction with the economy this creates.

3.8 CULTURAL RESOURCES

Cultural resources are prehistoric and historic sites. These resources consist of districts, buildings, structures and objects that are significant in American history, architecture, archaeology, engineering, and culture. Historic properties listed in or eligible for listing in the National Register of Historic Places (NRHP) are subject to protection or consideration by a federal agency in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended.

3.8.1 Prehistoric Resources

Five archaeological sites are on MacDill AFB. Their identifying numbers are 8HI49, a sand mound in the southeastern area of the Base at Gadsden Point that may have been destroyed during construction of the golf course; 8HI50, a shell mound in the southeastern area of the Base; 8HI3380 (Coon's Hammock Site), a Woodland-period shell midden in the southern area of the Base, adjacent to Coon's Hammock Creek; 8HI3382, an Archaic period site located near the flight line; and Site HI5656 (EOD area). Site 8HI3382 and portions of site 8HI50

have been determined by the State Historic Preservation Officer (SHPO) to be eligible for listing in the NRHP. The remaining sites are not eligible for listing in the NRHP.

There are no archeological sites identified in the vicinity of the USCENTCOM facility.

3.8.2 Historic Resources

Construction of MacDill AFB began in November 1939, and the Base was dedicated in April 1941. Sites and structures related to the early missions remain on Base today. Eligible for listing in the NRHP is the historic district that comprises the buildings along Hangar Loop. This district includes the five hangars and their associated support buildings that make up the proposed MacDill Field World War II-Era Historic District. The second area eligible for listing is the general officer housing area situated on Staff Loop adjacent to Bayshore Drive. The Proposed Action is not located in the Historic District. There are no historic buildings identified in the vicinity of the USCENTCOM facility. The USCENTCOM facility itself, constructed in 1982, has been tentatively identified as an historic structure associated with the Cold War; however, the building has never been included in any cultural resources surveys or officially identified as a potential historic building.

3.9 LAND USE

Land use at MacDill AFB includes airfield, industrial, commercial, institutional (educational & medical), residential, recreational, and vacant land. The Proposed Action site is designated as an administrative land use area.

Directly adjacent to the northern boundary of MacDill AFB are urban portions of the City of Tampa. Tampa regulates planning, zoning, and the subdivision of land within its corporate boundaries, which do not include MacDill AFB.

Developed land is contiguous to portions of the northern Base boundary and is characterized by infilling of vacant and undeveloped land parcels, within an established grid street pattern. Adjacent land is privately owned and zoned for residential, commercial, and industrial use by the City of Tampa.

3.10 TRANSPORTATION

MacDill AFB is served by three operating gates. The main gate is located at Dale Mabry Highway, and secondary gates are at Bayshore Boulevard and MacDill Avenue. A 1998 Entry Gate Development Study (USAF) detailed traffic counts at the Dale Mabry and Bayshore gates during both morning and evening rush hours and during lunch hour. During the peak hours, over 4,400 vehicles pass through the Dale Mabry gate, and over 1,800 vehicles travel through the Bayshore gate. Both gates are open 24 hours per day. The MacDill Avenue gate is open only from 6 to 8 a.m. during the morning peak hour, and traffic counts are not available for this gate. As a result of increased force protection measures, the fourth gate, located on the west side of the Base near Manhattan Avenue, is utilized as the large vehicle (contractor trucks, deliver vehicles, RV's) entrance point. Large vehicles are inspected and their credentials and destination are confirmed before entering the base.

Traffic conditions on the roadways that access the Base are generally acceptable. However, sections of Bayshore Boulevard near Gandy Boulevard and sections of Gandy Boulevard west of Dale Mabry currently operate at congested levels of service.

The transportation system on Base consists of arterials, collectors, and local streets that connect with the off-base network through the three gates. On-base arterial facilities include North and South Boundary Roads, Bayshore Boulevard, Marina Bay Drive, and Tampa Point Boulevard. The 1998 traffic study determined that service levels for traffic on Base are generally

acceptable. However, modification to intersections along South Boundary Boulevard, Tampa Point Boulevard, and Marina Bay Drive would increase flow and safety.

3.11 AIRSPACE AND AIRFIELD OPERATIONS

The airspace region of influence includes the airspace within a 20-nautical-mile radius of MacDill AFB from the ground surface up to 10,000 feet above MSL. Radar monitoring and advisories within the region are provided by the Tampa Terminal Radar Approach Control (TRACON). There are 13 military and public airports, as well as five private use airports located within or adjacent to the controlled airspace associated with the MacDill AFB region of influence. No special use airspace exists within the region.

3.11.1 Accident Potential

MacDill AFB has a bird-aircraft strike hazard plan. It provides guidance for reducing the incidents of bird strikes in and around areas where flying operations occur. The plan establishes provisions to disperse information on specific bird hazards and procedures for reporting hazardous bird activity. The design and construction of any facilities within the vicinity of the airfield must comply with certain restrictions such as covering open water areas that may encourage bird foraging activity, and keeping grassed areas cut to regulation height.

3.12 SAFETY AND OCCUPATIONAL HEALTH

3.12.1 Asbestos

The MacDill AFB Asbestos Management Plan identifies procedures for management and abatement of asbestos. Prior to renovations or demolition of existing non-residential buildings, asbestos sampling is performed by a contractor to determine the percent and type of asbestos in

the material. The asbestos is removed prior to the demolition or renovation of any facility in accordance with applicable Federal and state regulations.

3.12.2 Lead-Based Paint

The Base engineer assumes that all structures constructed prior to 1978 possibly contain lead-based paint (LPB). A LBP survey of family housing units and non-housing high priority facilities was completed in 1994. The survey identified LBP in 80 percent of the tested facilities. LBP abatement is accomplished in accordance with applicable Federal and State regulations prior to demolition activities to prevent any health hazards.

SECTION 4.0

ENVIRONMENTAL CONSEQUENCES

The effects of the Proposed Action and alternatives on the affected environment are discussed in this section. The Proposed Action involves minor modifications to the USCENCOM facility and Coalition Village and the construction of permanent parking lots in place of the temporary parking lots constructed in January 2002. The only alternative considered is the No Action alternative that would not alter the temporary, permeable parking lots or complete any modifications to the USCENCOM and Coalition Village compound.

4.1 AIR QUALITY

4.1.1 Proposed Action

Air quality impacts would occur during completion of the USCENCOM Coalition Village and Parking Lots project, however, these air quality impacts would be temporary.

Fugitive dust (particulate matter: suspended and PM_{10}) and construction vehicle exhaust emissions would be generated by (1) construction of new roadways, permanent parking, and equipment traffic; and (2) entrainment of dust particles by the action of the wind on exposed soil surfaces and debris. These emissions would be greater during the new area site grading. Emissions would vary daily depending on the type of operation, level of activity, and prevailing weather conditions. Dust would be generated by equipment travel over temporary roads and would fall rapidly within a short distance from the source.

The quantity of fugitive dust emissions from the construction site is proportional to the land being worked and the level of construction activity. USEPA has estimated that uncontrolled fugitive dust emissions from ground-disturbing activities would be emitted at a rate of 4.6 pounds per

acre per working day or 0.05 tons per acre of construction per month of activity (USEPA, 1995). These emissions would produce slightly elevated short-term particulate concentrations, would be temporary, and would fall rapidly with distance from the source.

Chapter 62-296, Florida Administrative Code (FAC), requires that no person shall allow the emissions of unconfined particulate matter from any activity (including vehicular movement, transportation of materials, construction, demolition, or wrecking, etc.) without taking reasonable precautions to prevent such emissions. Reasonable precautions include:

- Paving and maintenance of roads, parking areas, and yards;
- Applications of water or chemicals (foam) to control emissions from such activities such as demolition, grading roads, construction, and land clearing;
- Application of asphalt, water, or other dust suppressants to unpaved roads, yards, open stock piles, and similar areas;
- Removal of particulate matter from roads and other paved areas under the control of the owner or operator of the facility to prevent reentrainment, and from building or work areas to prevent particulates from becoming airborne; and
- Landscaping or planting of vegetation;

Pollutants from construction equipment and vehicle engine exhausts include nitrogen oxides (NO_x), carbon monoxide (CO), PM_{10} , and VOCs. Internal combustion engine exhausts would be temporary and, like fugitive dust emissions, would not result in long-term impacts. Pollutant emission estimates are presented in Appendix D and summarized in Table 4.1.1. The USEPA estimates that the effects of fugitive dust from construction activities would be reduced significantly with an effective watering program. Watering the disturbed area of the construction site twice per day with approximately 3,500 gallons per acre per day would reduce total suspended particle emissions as much as 50 percent (USEPA, 1995). An increase in air emissions on MacDill AFB would also result from the increased number of personal and

construction vehicles entering the base. Although the increased number of vehicles would have a slight impact on local air quality, the regional air quality would not change significantly. Most of the vehicles would be vehicles from the local area (local construction, rentals, etc.). These vehicles have already been included in the Hillsborough County Air Emissions Inventory and would therefore not represent an increase in air emission for Hillsborough County. Consequently a conformity analysis would not be required.

Table 4.1.1 Proposed Action Air Emissions at MacDill AFB

Pollutant	Proposed Action Annual Emissions (tpy)	Hillsborough County Emissions Inventory ^a (tpy)	Net Change (%)	De minimis Values ^c (tpy)	Above/ Below De minimis
CO	0.21	19,272	0.00	100	Below
VOC	0.30	27,703	0.00	100	Below
NO _x	0.96	82,563	0.00	100	Below
SO _x	0.06	NA	--	100	Below
PM ₁₀ ^b	0.17	NA	--	100	Below
Pb	--	53	--	25	--

^a Based on stationary permitted emissions presented in 1997 Ozone Emissions Inventory, EPC.

^b PM₁₀ estimated as 50 percent of the 1990 tpy reported for TSP

^c Source: 40 CFR 93.153, November 30, 1993.

tpy Tons per year

% Percent

4.1.2 No-Action Alternative

Because the status quo would be maintained, there would be no impacts to air quality under the No-Action alternative.

4.1.3 Cumulative Air Quality Impacts

The cumulative air impacts would include air sources from the proposed USCENCOM wall and parking lots project and other projects that have been approved in the vicinity of the project area. Several other projects are proposed for construction on MacDill AFB during the 6-month period needed to complete the USCENCOM project. Most of these projects are not immediately adjacent to the proposed project site, however they have been included in the cumulative emissions analysis since they are located on MacDill AFB. Table 4A in Appendix D summarizes the air emissions for each project. Tables 4B, 4C and 4D provide the cumulative annual air emissions for each project for Years 2002, 2003 and 2004, respectively. As Tables 4B through 4D demonstrate, the cumulative annual emissions fall below the de minimus level of 100 tons per year for all five pollutants evaluated.

4.2 NOISE

The primary human response to environmental noise is annoyance (AIHA, 1986). The degree of annoyance has been found to correlate well with the DNL. Annoyance for short-term activities, such as construction noise and fire fighting, could be influenced by other factors such as awareness and attitude toward the activity creating the noise.

Several social surveys have been conducted in which people's reaction to their noise environment has been determined as a function of DNL occurring outside their homes. Guidelines have been developed for individual land uses based upon the information collected in these surveys and upon information concerning activity interference. For various land uses, the level of acceptability of the noise environment is dependent upon the activity that is conducted and the level of annoyance, hearing loss, speech interference, and sleep interference that results therefrom.

4.2.1 Proposed Action

Noise impacts from construction and demolition activities associated with the Proposed Action would be a function of the noise generated by construction equipment, the location and sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. Normally, construction activities are carried out in stages and each stage has its own noise characteristics based on the mixture of construction equipment in use.

The highest calculated cumulative energy equivalent sound levels from construction activities are estimated to be approximately 85 dB at 50 feet from the point where work is being conducted. Typical noise levels at 50 feet for various equipment that would be used during construction include: 80 dB for bulldozers, 83 dB for cranes, 85 dB for backhoes, and 91 dB for trucks (USEPA, 1971). The closest noise sensitive receptors in the vicinity of the Proposed Action include the occupants of the USCENCOM facility (Bldg 540) and the occupants of the NAVCENT/MARCEN facilities (Bldgs 529, 530, 532, 534, 535 and 536). Other occupied facilities in the vicinity of the area where construction would occur include the heavy equipment shop (Bldg 1050), Security Forces (Bldg 528) and furnishing management office (Bldg 519). The type of construction proposed for the project would be categorized as minor since it does not involve demolition or major construction efforts. It is very unlikely that occupants of facilities adjacent to the construction areas would be able to hear construction noises through closed windows. Consequently, the Proposed Action would not have a significant impact on noise at MacDill AFB.

4.2.2 No-Action Alternative

Under the No-Action alternative no new noise impacts would occur since no construction activities would be completed and the existing conditions at the USCENCOM area would not change.

4.2.3 Cumulative Noise Impacts

The cumulative noise impacts would include noise sources from the proposed construction/demolition activities, and other construction projects that have been approved in the near vicinity of the project area. Construction of the Army Space Command Satellite Communication (SATCOM) facility should be ongoing during proposed work around the USCENTCOM facility. The Army SATCOM facility is being constructed at the corner of Zemke Avenue and Avocet Street approximately 1,200 feet west of the USCENTCOM building and approximately 500 feet from the closest temporary parking lot proposed to be made permanent. In addition, demolition of Buildings 519, 526 and 527 may occur during construction of the wall and parking lots around USCENTCOM. The closest of these buildings (Building 519) is located approximately 880 feet southeast of the USCENTCOM facility and 500 feet east of the closest proposed permanent parking lot. Although other construction projects are proposed for MacDill AFB, the proposed construction sites are moderately far from the areas proposed for construction. In addition, the level of noise produced by the CENTCOM project would be limited since the type of construction is minor. Noise level from these projects would dissipate quickly and would not result in cumulative impacts. In general, noise levels associated with the identified construction activities are minor when compared to the noise from aircraft taking off and landing.

4.3 WASTES, HAZARDOUS MATERIAL, AND STORED FUEL

The following section describes sanitary wastewater treatment, solid waste collection and disposal, hazardous material and waste management, and stored fuels management.

4.3.1 Proposed Action

A temporary increase in the generation of solid waste would occur during construction activities for the Proposed Action. This increase in solid waste would result from the disposal of unneeded or unusable construction material as well as construction debris generated during the construction project. The base has sufficient resources to manage the slight increase in solid waste and the local landfills have sufficient capacity to accept the additional solid waste; therefore, the Proposed Action would have a negligible impact on solids waste at MacDill AFB.

No restroom facilities or other facilities are included in the Proposed Action and no impact to the base sanitary sewer system would result from the Proposed Action.

Hazardous wastes/materials, such as paint, adhesives, and solvents, may be on site during the construction work for the Proposed Action. All hazardous wastes/materials would be temporarily stored and disposed of per Base procedures. All construction related hazardous wastes/materials, including petroleum products, would be removed and disposed of according to Base procedures following the completion of tasks. No impacts from hazardous materials or waste would occur upon completion of the project.

The Proposed Action would involve construction in a portion of one Installation Restoration Program (IRP) site (SWMU-61) and adjacent to two other sites (Site 57 and Site 22). None of the constituents of concern at the three sites represent an immediate threat to life and health. SWMU 61 is a groundwater contamination plume of low-level chlorinated solvents that extends from the north ramp east to Hillsborough Bay and underlies a portion of the site. Since the Proposed Action does not involve excavations that would encounter the water table, SWMU 61 should have no impact on the proposed construction work. Although the potential for encountering contaminated media is very limited, the opportunity does exist. Consequently, the construction contractor would be required to prepare a site-specific health and safety plan that

meets the requirements of 29 Code of Federal Regulation (CFR) 1910.120(b)(4). In addition, the construction contractor must use workers that have received 40-hour Hazardous Waste Operator training with an 8-hour annual refresher in accordance with 29 CFR 1910.120.

Site 57 is an area of soil and groundwater contamination that encompasses the entire north ramp and a portion of the south ramp. The constituents of concern at Site 57 are hydrocarbon-based contaminants associated with jet fuel. None of the proposed construction work would involve excavation activities within Site 57. Site 22 lies northwest of the north ramp and directly between the three temporary parking lots proposed for permanence. Since the proposed construction activities are outside the suspected boundary of Site 22 and no excavation would be conducted within Site 22, the site should have no impact on the proposed construction work.

If contaminated media is encountered during construction work around the USCENCOM facility, the MacDill IRP manager would be contacted to insure that the material is managed in accordance with IRP guidelines. Based on these conditions, the Proposed Action should not represent a significant impact on the management and disposal of hazardous material or waste.

The Proposed Action would have no impact on stored fuels management.

4.3.2 No-Action Alternative

Under the No-Action alternative, no impacts to wastes, hazardous materials or stored fuel would occur since no construction or changes to the USCENCOM facility would be implemented.

4.4 WATER RESOURCES

4.4.1 Proposed Action

A small amount of soil erosion would occur during construction since portions of the soil surface would be exposed and disturbed. Soil erosion in areas that are disturbed would be controlled by implementation of a sediment and erosion control plan, including implementation of Best Management Practices (BMPs). Silt fencing would be constructed around any areas of soil disturbance and would be left in place until a cover of vegetation has been established. This EA has been prepared under the assumption that any disturbed areas would, at a minimum, be leveled to match the surrounding grade and covered with grass seed to encourage a vegetation cover. Erosion from this surface, once the grass cover is in place, would be minimal. There would be no long-term impacts to water resources once the project is complete.

The project would involve construction activities, specifically construction of a block wall and expansion of an existing entrance road, in the immediate vicinity of a drainage canal. Expansion of the entrance road would also involve construction of a culvert in the drainage ditch to permit the roadway to cross the ditch. Construction around the drainage ditch, especially construction of the culvert in the ditch, could result in impacts to surface water caused by the runoff of disturbed surface soils and increased water turbidity caused by disturbance of side wall and bottom sediments in the ditch. The use of properly installed silt fencing along the edge of the drainage canal would significantly reduce inflow of surface soils entrained in stormwater runoff. To reduce the turbidity impacts caused by construction of the culvert in the ditch, floating turbidity barriers would be installed across the ditch on either side of the area proposed for installation of the culvert. Turbidity barriers would help contain the sediments that would be entrained in the water column during construction. Upon completion of the construction work in

the ditch, the turbidity barriers would be left in place until the entrained sediments have settled out of the water column.

Construction of the box culvert in the drainage canal would involve coordination with the state (FDEP) and Federal (USCOE) regulatory agencies. At a minimum, construction of the box culvert would require submittal of the joint application for a Notice General permit through the FDEP and USCOE in accordance with Florida Administrative Code (FAC) 40D.400.439. Additional environmental protection measures identified during the permitting process would be incorporated into the planning and design for the project.

The MacDill AFB Engineering office, in coordination with the Environmental office, would apply for the appropriate storm water management permit through the Southwest Florida Water Management District (SWFWMD). Any specific storm water permitting requirements for construction of the parking lots would be identified by the SWFWMD during the permitting process. Design drawings of the permanent parking lots including appropriate stormwater treatment/attenuation areas would be submitted to the SWFWMD for approval during the stormwater permitting process. The parking lot and stormwater treatment/attenuation area design would be modified, if required, to accommodate any permitting requirements identified by the SWFWMD.

Under the Proposed Action, there are no direct or indirect discharges to groundwater. The parking lots and proposed roadways would increase the impervious surface on the base; however, parking lots would include appropriately sized stormwater treatment/attenuation areas. The stormwater treatment/attenuation areas would collect surface water runoff from the parking lots and allow it to infiltrate into the ground, recharging the groundwater in the surficial aquifer or treat a specified volume of stormwater by wet detention before discharge into the surrounding Hillsborough Bay waters.

No significant increase in potable water usage is expected to occur. No impacts to existing water supplies would occur.

4.4.2 No Action Alternative

The No Action alternative would not construct permanent parking lots or modify any of the structures around the USCENTCOM facility or Coalition Village and; therefore, would not result in significant impacts to water resources.

4.5 FLOODPLAINS

In accordance with the requirements of EO 11988, the Air Force must demonstrate that there is no practicable alternative to carrying out the Proposed Action within the floodpool or floodplain. The USCENTCOM facility is located in the 100-year floodplain, as are the adjacent areas proposed for construction of permanent parking lots. As a result, the project would involve minor construction in the 100-year floodplain, as well as an increase in impervious surface in the floodplain. Consequently, impacts to the floodplain must be addressed. It is not logical to construct the force protection wall anywhere but around the USCENTCOM Facility and Coalition Village, and it is impractical to construct parking lots for USCENTCOM personnel anywhere besides areas in close proximity to the USCENTCOM building. Therefore, there is no practical alternative to completing the minor construction work and permanent parking lots in the floodplain.

4.5.1 Proposed Action

All of the areas included in the Proposed Action are located in the 100-year floodplain. The project would generally have a negative impact to the floodplain due to an increase in total impervious surface; however, the construction of stormwater treatment/attenuation areas greatly reduces the total impact. The Proposed Action would increase the total impervious surface in

the floodplain by approximately 212,000 square feet or 4.86 acres. The increased impervious surface would reduce the potential for rainwater to infiltrate quickly and evenly. This increased runoff has the potential of increasing the pollutant loading on Hillsborough Bay. The parking lot and driveway design includes large stormwater treatment/attenuation areas so that rainwater falling on the parking lot surface drains toward the stormwater treatment/attenuation areas. The stormwater treatment/attenuation areas are sized according to the size of the parking lots and total impervious surface created by the project and conform with local (SWFWMD) environmental regulations. Since the stormwater treatment/attenuation areas would compensate for and collect the increase surface water runoff and reduce the potential for flooding, the Proposed Action would not have a significant impact on the 100-year floodplain.

Long term use of the parking lots and improvements to USCENTCOM Coalition Village would not permanently damage floodplain values, including fish and wildlife habitat, or water quality. Nor would the Proposed Action pose a threat to human life, health, or safety. Under the Proposed Action, no long-term negative impacts to the floodplain would occur.

4.5.2 No Action Alternative

The No Action alternative would continue operation of the existing temporary parking areas and would not construct any of the identified modifications to the USCENTCOM Coalition Village compound. This alternative would not alter the potential for loss or damage resulting from floods or increase the impacts of floods on human safety, health and welfare. Consequently, this alternative would not have a negative impact on floodplain values.

4.6 BIOLOGICAL RESOURCES

4.6.1 Proposed Action

4.6.1.1 Wetlands

Implementation of the Proposed Action would have an impact on wetlands. The narrow northeast/southwest drainage canal that runs between the USCENTCOM facility and the NAVCENT/MARCENT compound is classified as an estuarine scrub/shrub emergent wetland. The proposed action involves construction activities in and adjacent to this drainage canal. The largest impact would result from construction of box-type culvert in the drainage canal to permit construction of a roadway across the canal. The project also includes construction of a concrete block wall on the eastern side of the drainage canal between the USCENTCOM and NAVCENT/MARCENT compounds.

The proposed construction activities would disturb the soil and vegetation along the canal banks and stir up the bottom sediments in the canal. Impacts to vegetation would be minimal since the canal banks are grass-covered slopes with an occasional cattail at the water's edge. In areas where soil is disturbed along the banks, silt fencing would be placed between the area of disturbed soil and the drainage canal to reduce the inflow of soil entrained in stormwater runoff. In the area where the box culvert would be installed, silt fencing would be placed as close to the water's edge as possible to limit runoff of disturbed surface soils. The use of silt fencing should help control increases in water turbidity caused by erosion and runoff. To further reduce water turbidity impacts floating turbidity control barriers would be installed across the canal on either side of the area where the box culvert and road crossing would be installed. The floating turbidity barriers reduce the movement of turbid water and encourage sediment to settle out of the water column. Implementation of these turbidity and erosion control measures should greatly reduce surface water and wetland impacts and should serve as mitigation for the project.

Construction of the box culvert in the drainage canal would involve coordination with the state (FDEP) and Federal (USCOE) regulatory agencies. At a minimum, construction of the box culvert would require application for a Notice General permit through the FDEP in accordance with Florida Administrative Code (FAC) 40D.400.439. Permitting requirements through the USCOE may also be required. Any additional environmental protection measures identified during the permitting process would be incorporated into the planning and design for the project. Permit requirements would be identified during a pre-application meeting with the FDEP once funding for the project has been secured.

Although the project would impact wetlands, primarily through construction of the box culvert and roadway crossing, these total impacts would be dramatically reduced through the proper use of erosion and turbidity control structures. Consultation with the state and Federal regulatory agencies would also be completed to insure that no environmental issues are overlooked and environmental impacts are reduced.

Given that the required permitting would be completed prior to construction and proper erosion and turbidity control measures would be implemented during construction; and taking into account the fact that little or no vegetation with significant habitat value exists near the area proposed for construction, the Proposed Action should have a negligible impact on wetlands.

4.6.1.2 Wildlife

The Proposed Action could have a minor short-term impact on aquatic life due to an increase in turbidity in the surface water of the drainage ditch in the vicinity of the proposed box culvert and roadway crossing. The proposed construction work would disturb bottom sediments and increase water turbidity. Increased water turbidity can impact aquatic animal life by altering feeding patterns and disorienting aquatic organisms in freshwater environments. The use of erosion and turbidity control structures would significantly reduce the amount and lateral extent

of turbidity impacts to surface water, thereby reducing the impacts to aquatic life. It is presumed that any mobile aquatic life, such as fish or invertebrates, would leave the area while construction activities are occurring and return once construction is completed. No long-term impacts to aquatic life are anticipated.

Short-term impacts to wildlife include disturbance of avian species that utilize the drainage ditch for feeding could result from the Proposed Action. Some avian species, especially the long-legged waders that forage in the drainage canals around the base, would be temporarily displaced from the USCENTCOM canal while construction activities are occurring. However, upon completion of the project the birds should return and there would be no long-term impacts to wildlife from the Proposed Action.

4.6.1.3 Listed Species Habitat

The drainage canal is not critical habitat for any listed species. Some listed avian species that use the drainage canal for feeding could be temporarily displaced during construction. This is a relatively minor, short-term impact that would not significantly affect listed species on MacDill AFB. Consequently, the Proposed Action would only have a minor, short-term impact on listed species at MacDill AFB.

Table 3.6.4 lists the Federal- and state-listed species that potentially occur at MacDill AFB. Coordination with the U.S. Fish and Wildlife Service has been completed to insure compliance with the Endangered Species Act. Agency correspondence letters are included in Appendix D.

4.6.2 No Action Alternative

No new construction would occur with implementation of the No Action alternative and no impacts to biological resources would occur.

4.7 SOCIOECONOMICS

4.7.1 Proposed Action

The Proposed Action would cost approximately \$1.2 million to construct, based on 2000 cost estimates. This would equal less than 1% of the nearly \$494 million annual expenditures that MacDill AFB provides to the local economy, and would therefore constitute a minor short-term beneficial impact. The Proposed Action would also have a minor beneficial impact on the work force in the region during the construction period.

4.7.2 No-Action Alternative

Under the No-Action alternative, no impacts to socioeconomic resources would be incurred.

4.8 CULTURAL RESOURCES

4.8.1 Proposed Action

No historic architectural resources are recorded within the Proposed Action site boundaries and no significant impacts to cultural resources should occur during completion of the Proposed Action.

4.8.2 No Action Alternative

Under the No-Action alternative, no impacts to cultural resources would be incurred.

4.9 LAND USE

4.9.1 Proposed Action

The Proposed Action would involve modification and improvements to the USCENTCOM, Coalition Village, and NAVCENT/MARCENT compounds and would not alter the land use

for the area, which is currently designated as administrative land-use. Consequently, no impacts to land use would result from the Proposed Action.

4.9.2 No Action Alternative

Under the No-Action alternative, no impacts to land use would be incurred.

4.10 TRANSPORTATION

4.10.1 Proposed Action

The Proposed Action would alter traffic patterns within the USCENTCOM, Coalition Village and NAVCENT/MARCENT compounds through the expansion of the entrance road, construction of the canal crossing and construction of the new driveway around the west side of the USCENTCOM building. No long-term changes to transportation patterns around the base would result from the Proposed Action. Short-term impact to transportation patterns in the northeast portion of the base could result from the Proposed Action since temporary parking lots would be unavailable to personnel during the preparation, paving and striping process. Personnel that are displaced from the temporary parking lots as the lots are being constructed must find alternative locations to park their vehicles during the construction work. If personnel displaced from the parking areas begin parking on the roadside along Zemke Avenue or MacDill Avenue the flow of traffic along these roads would be negatively impacted. Enforcement by Security Forces would help control parking along the roadsides.

4.10.2 No-Action Alternative

Under the No Action alternative no impacts to transportation would be incurred.

4.11 AIRSPACE/AIRFIELD OPERATIONS AND BIRD-AIRCRAFT STRIKE HAZARD

The Proposed Action and the No Action alternative would have no impact on Airspace/Airfield Operation or Bird-Aircraft Strike Hazard.

4.12 SAFETY AND OCCUPATIONAL HEALTH

4.12.1 Proposed Action

The proposed construction activities for the project would pose safety hazards to the workers similar to those associated with typical industrial construction projects, such as falls, slips, heat stress, and machinery injuries. Construction would not involve any unique hazards and all construction methods would comply with OSHA requirements to ensure the protection of workers and the general public during construction. Governmental oversight of contractor activities would help assure OSHA compliance.

The Proposed Action would involve construction and demolition activities in or adjacent to three IRP sites (SWMU 61, Site 22 and Site 57) but would not involve excavations that would likely encounter contaminated soil or groundwater. None of the constituents of concern at the site represent an immediate threat to life and health. Consequently, no impacts to safety and occupational health would be incurred with implementation of the Proposed Action.

4.12.2 No-Action Alternative

No impacts on safety and occupational health would be incurred under the No-Action alternative.

4.13 GEOLOGY AND SOILS

4.13.1 Proposed Action

There would be no impacts to geology. Soils exposed during construction of the box culvert and force protection fence would be subject to erosion and a small amount of soil erosion is expected during the project since portions of the soil surface would be exposed and disturbed. Soil erosion in areas that are disturbed would be controlled by implementation of a sediment and erosion control plan which would include implementation of Best Management Practices (BMPs).

This EA has been prepared under the assumption that upon completion of the project all non-impervious areas would, at a minimum, be covered with sod to ensure a thorough vegetative cover. In addition, the erosion control fencing around the perimeter of the work area would be left in place until a vegetative cover is established in disturbed areas. Upon completion of these actions, erosion from the ground surface at both sites would be minimal. Overall, the impacts to soils would be minimal and temporary and are not considered significant.

4.13.2 No Action Alternative

No impacts to geology and soils would be incurred with implementation of the No Action alternative.

4.14 ENVIRONMENTAL JUSTICE

The Proposed Action and No Action alternative would not affect minority or low-income populations. There are no minority or low-income populations in the area of the Proposed Action or alternative, and thus, there will not be disproportionately high or adverse impacts on such populations. No adverse environmental impacts would occur outside MacDill AFB.

Therefore, no adverse effects on minority and low-income populations would occur with implementation of the Proposed Action at MacDill AFB.

4.15 INDIRECT AND CUMULATIVE IMPACTS

There are no site-specific direct, indirect, or cumulative impacts associated with the Proposed Action or No Action alternative.

4.16 UNAVOIDABLE ADVERSE IMPACTS

There are no significant unavoidable adverse impacts associated with the Proposed Action or No Action alternative.

4.17 RELATIONSHIP BETWEEN SHORT-TERM USES AND ENHANCEMENT OF LONG TERM PRODUCTIVITY

Implementation of the Proposed Action would have a positive effect on long-term productivity by providing USCENCOM with the resources and force protection measures they require to effectively complete their mission.

4.18 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

The Proposed Action would irreversibly commit fuels, manpower, materials, and costs required to complete the proposed scope of work.

SECTION 5.0 PERSONS CONTACTED

Major Hank Schneider	CENTCOM/CCJS North Boundary Road MacDill AFB, FL 33621 813-828-8187
Laura Kammerer	Division of Historical Resources Compliance Review Section 500 S Bronough St. Tallahassee, FL 32399-0250 1-800-847-7278
Jack Moore	Southwest Florida Water Management District 7601 U.S. Highway 301 North Tampa, FL 33637 1-813-985-7481
Anthony Gennarro	MacDill Air Force Base Installation Restoration Program 7621 Hillsborough Loop Dr. MacDill AFB, FL 33621-5207
Shelley Norton	US Fish and Wildlife Service 9549 Koger Blvd Suite 111 St. Petersburg, FL 33702 727-570-5398
Jasmine Raffington	FL Coastal Management Program Florida State Clearing House 2555 Shumard Oak Blvd. Tallahassee, FL 32399-2100 850-414-6568

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SECTION 6.0 LIST OF PREPARERS

Mr. Jason Kirkpatrick
6 CES/CEVN
7621 Hillsborough Loop Dr.
MacDill AFB, FL 33621-5207
Voice: (813) 828-0459
FAX: (813) 828-2212
e-mail: jason.kirkpatrick@macdill.af.mil

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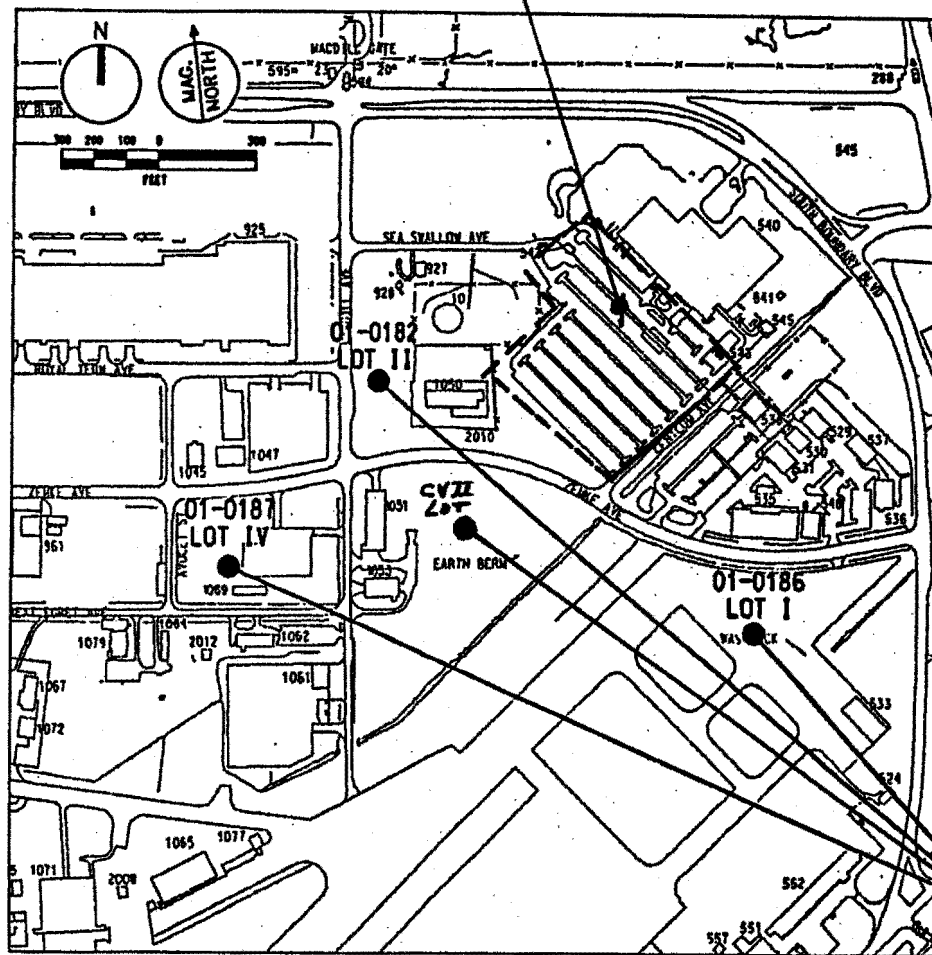
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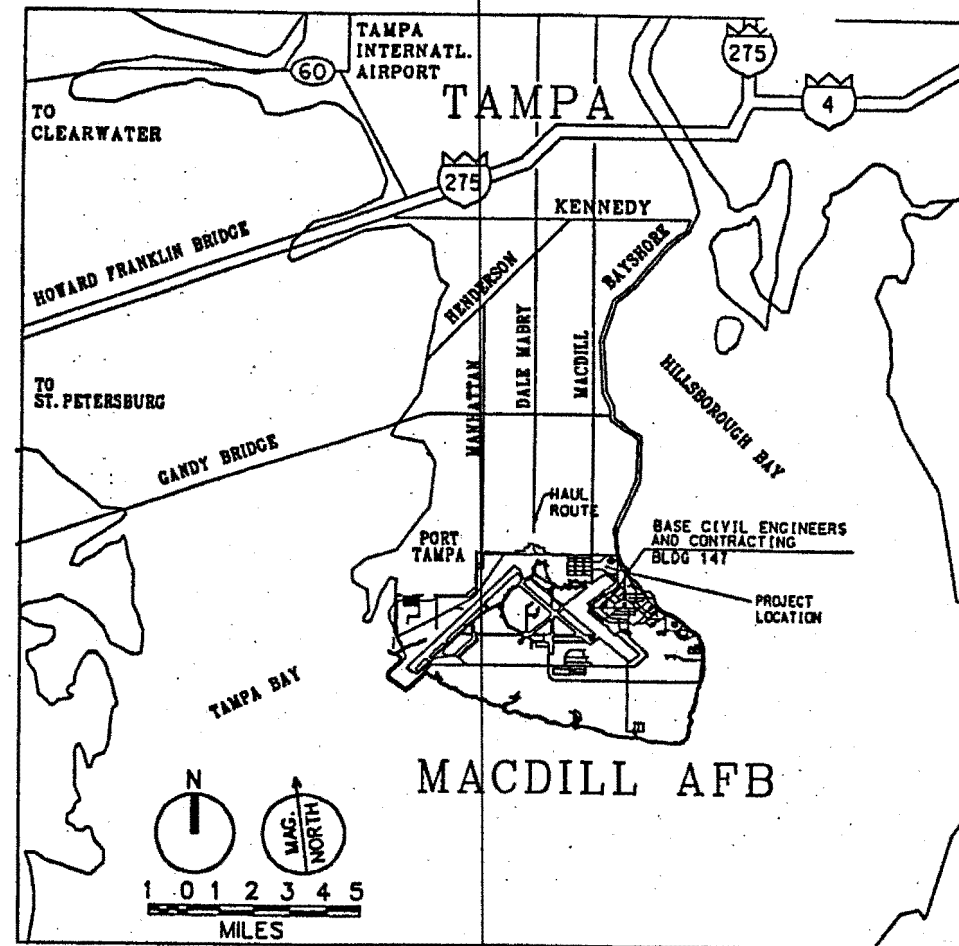
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FIGURES



PROJECT LOCATION MAP



VICINITY MAP

PROJECT
SITES

FIGURE 1 - CENTCOM Coalition Village
Modifications and Permanent Parking Lots
MacDill AFB, Florida

LEGEND

 100-YEAR FLOODPLAIN

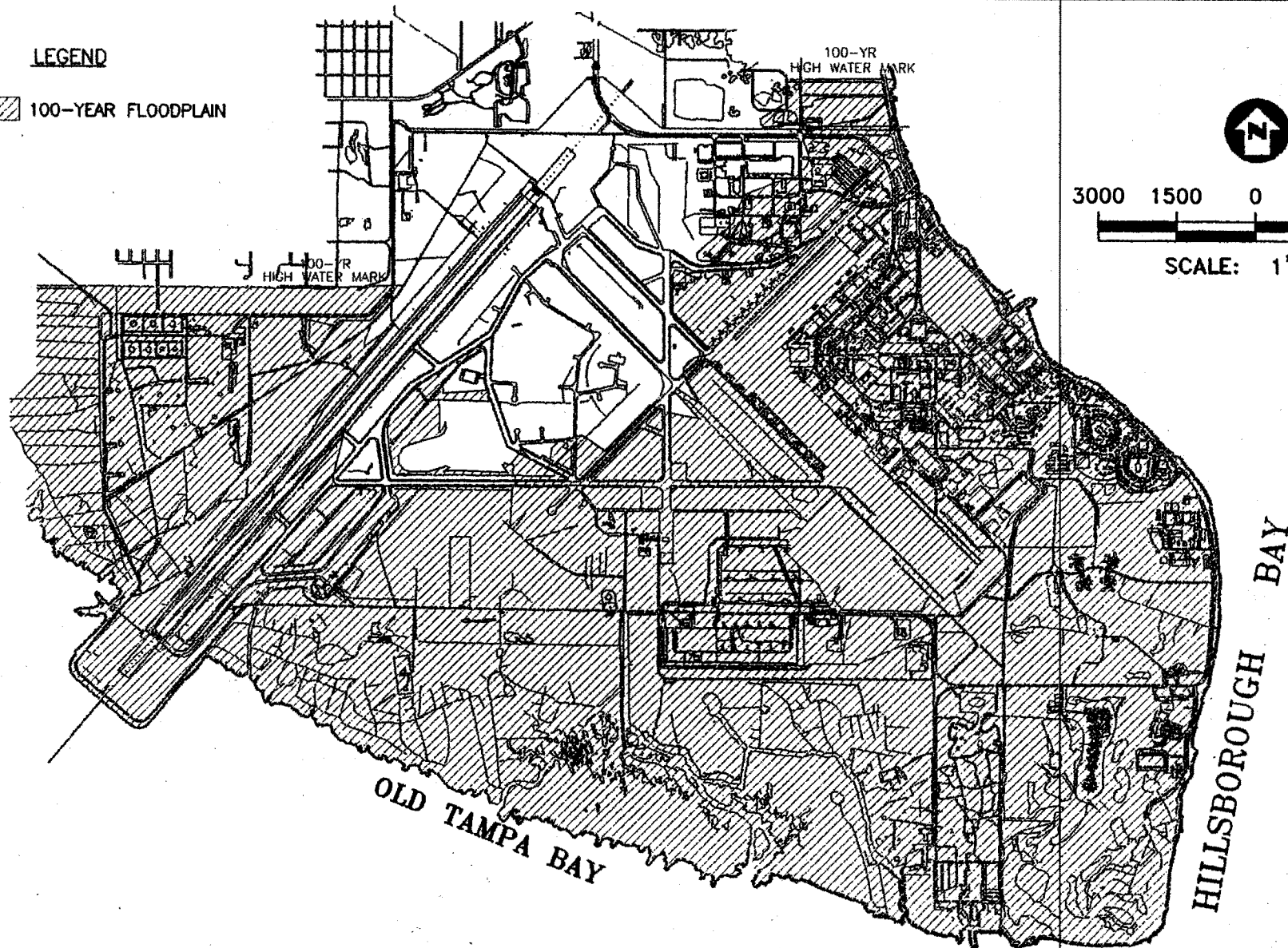


FIGURE 3.2

100-YEAR FLOODPLAIN
MacDill AFB, FLORIDA

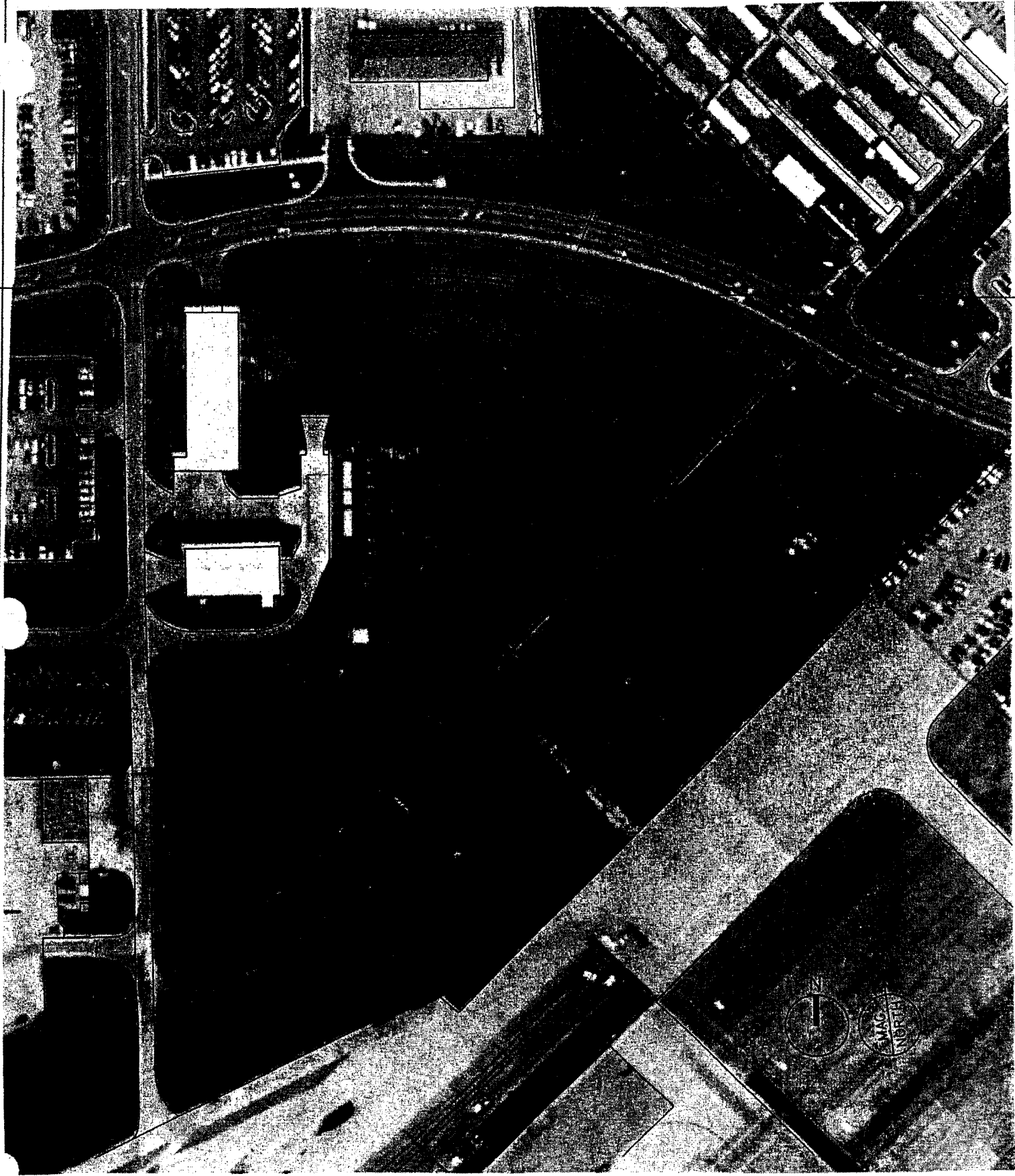


FIGURE 4-2 – Project Site Map, Coalition Village Phase II
Parking Lot Location and Layout, MacDill Air Force Base

TABLES

TABLE 2.1. COMPARISON OF ENVIRONMENTAL CONSEQUENCES
Modify CENTCOM Coalition Village and Construct Permanent Parking Lots
MacDill Air Force Base

Environmental Resource	Proposed Action		No Action Alternative	
	Positive Effect	Negative Effect	Positive Effect	Negative Effect
<u>Air Resources</u>	None	Short term - Very slight increase in fugitive dust and exhaust emissions.	None	None
<u>Noise</u>	None	None	None	None
<u>Wastes, Hazardous Material, and Stored Fuel</u>				
Hazardous Materials/Waste	None	None	None	None
Solid Waste	None	None	None	None
Wastewater	None	None	None	None
<u>Water Resources</u>				
Surface Water and Sediment	None	Short term - Increased turbidity Long Term - Slight change in SW drainage patterns	None	None
Groundwater	Long Term - Slight increased in GW resources since SW runoff would infiltrate at stormwater retention basins instead of discharging to drainage ditches	None	None	None
Potable Water	None	None	None	None
<u>Floodplains</u>	Long Term - Infiltration of stormwater runoff still occurs, runoff diverted to stormwater retention basins	Long Term - Increased impervious surface	None	None
<u>Biological Resources</u>				
Vegetation	None	Long term - less grass, more pavement	None	None
Wildlife	None	Short term - Birds displaced from feeding areas	None	None
T&E Species	None	Short term - Birds displaced from feeding areas	None	None

TABLE 2-1. COMPARISON OF ENVIRONMENTAL CONSEQUENCES
Modify CENTCOM Coalition Village and Construct Permanent Parking Lots
MacDill Air Force Base

Environmental Resource	Proposed Action		No Action Alternative	
	Positive Effect	Negative Effect	Positive Effect	Negative Effect
<u>Biological Resources (cont.)</u>				
Wetlands	None	Short term - Slight impact to birds and fish due to increased turbidity of water.	None	None
<u>Geology and Soils</u>				
	None	None	None	None
<u>Socioeconomics</u>				
	Short term - Very slight increase in construction employment for Tampa Bay area.	None	None	None
<u>Cultural Resources</u>				
	None	None	None	None
<u>Land Use</u>				
	None	None	None	None
<u>Transportation</u>				
	None	None	None	None
<u>Airspace/Airfield Operations and Bird-Aircraft Strike Hazard</u>				
	None	None	None	None
<u>Safety and Occupational Health</u>				
ACM/LBP/PCBs	None	None	None	None
Health & Safety	Long term & Short term - Reduced potential for accidents due to relocation of cables, conduit, and piping underground	None	None	Long term & short term - Increased potential for accidents due to 'over-ground' location of cables, conduit, and piping
<u>Environmental Justice</u>				
	None	None	None	None
<u>Indirect & Cumulative Impacts</u>				
	None	None	None	None

Notes:

T&E Species - Threatened and Endangered Species
ACM - Asbestos Containing Materials

LBP - Lead Based Paint
PCBs - Polychlorinated biphenyls
SW & GW - Surface water & Groundwater

TABLE 3.6

SUMMARY OF PROTECTED SPECIES IDENTIFIED AT MACDILL AFB

Common name	Scientific Name	Status	
		Federal	State
Reptile/Amphibians			
American alligator	Alligator mississippiensis	T (SA)	SSC
Atlantic loggerhead turtle	Caretta caretta caretta	T	T
Atlantic green turtle	Chelonia mydas mydas	E	E
Gopher tortoise	Gopherus polyphemus	-	SSC
Gopher frog	Rana capito	C2	SSC
Florida pine snake	Pituophis melanoleucus mugitus	C2	SSC
Short-tailed snake	Stilosoma extenuatum	C2	T
Birds			
Roseate spoonbill	Ajaia ajaja	-	SSC
Limpkin	Aramus guarauna	-	SSC
Burrowing owl	Athene cunicularia	-	SSC
Piping plover	Charadrius melodus	T	T
Southeastern snowy plover	Charadrius alexandrinus tenuirostris	C2	T
Little blue heron	Egretta caerulea	C2	SSC
Reddish egret	Egretta rufescens	C2	SSC
Snowy egret	Egretts thula	-	SSC
Tricolored heron	Egretta tricolor	-	SSC
Peregrine falcon	Falco peregrinus tundris	T	E

Common name	Scientific Name	Status	
		Federal	State
Birds (continued)			
Southeast American kestrel	Falco sparverius paulus	C2	E
Florida sandhill crane	Grus canadensis pratensis	-	T
American oystercatcher	Haematopus palliatus	-	SSC
Bald eagle	Haliaeetus leucocephalus	T	T
Wood stork	Mycteria americana	E	E
Brown pelican	Pelecanus occidentalis	-	SSC
Least tern	Sterna antillarum	-	T
Roseate tern	Sterna dougalii	T	T
Bachman's warbler	Vermivora bachmanii	E	E
Black skimmer	Rynchops niger	-	SSC
White ibis	Eudocimus albus	-	SSC
Mammals			
Florida mouse	Podomys floridanus	C2	SSC
West Indian (FL) manatee	Trichechus manatus	E	E
Fish			
Common snook	Centropomus undecimalis	-	SSC
Plants			
No State or Federally listed plant species are known to exist on MacDill AFB		-	-

T=Threatened, T(SA)=Threatened/Similarity of Appearance, E= Endangered, SSC= Species of Special Concern, C2=Candidate for listing

Source: Endangered Species Management Plan, MacDill AFB, Florida, 1996

TABLE 4A
Total Air Emissions for Projects at MacDill

Pollutants	MFH- Phase 4	Fitness Center	Mission Planning Center	Control Tower/ Crash Rescue	TLFs	CE Storage Facility/D emo	SVS Storage Facility/D emo	CENT. Wall & Parking Lots	War Res. Facility	Hydrant Fueling System	Military Service Station	Runway Pavement Repairs	Project Totals	Hills Cty Emissions 1997	Net Change	De minimis	Above/Below De minimis
CO	13.3	12.64	7.2	5.39	16.88	7.37	5.40	0.21	0.81	30.97	0.11	2.60	102.88	19,272	0.53%	100	Below
VOC	5.54	5.31	3.59	2.81	6.6	3.50	2.81	0.3	0.61	10.38	0.21	1.88	43.54	27,703	0.16%	100	Below
NO _x	15.42	14.16	8.74	6.09	19	8.22	6.11	0.96	0.94	33.84	0.24	12.02	125.74	82,563	0.15%	100	Below
SO _x	0.77	0.7	0.44	0.3	0.93	0.40	0.3	0.06	0.05	1.64	0.01	0.80	6.4	NA		100	Below
PM ₁₀	1.29	1.12	0.78	0.49	1.51	0.64	0.49	0.17	0.08	2.57	0.04	2.10	11.28	NA		100	Below
Pb													0	53		25	Below
Estimated Start/End Date	7/2000 to 6/2002	4/2001 to 6/2002	1/2002 to 6/2003	3/2003 to 9/2004	4/2001 to 7/2002	11/2001 to 11/2002	5/2002 to 5/2003	8/2002 to 4/2003	8/2001 to 6/2002	8/2001 to 1/2004	6/2002 to 6/2003	10/2001 to 3/2004					

****Note:** All values in tons per year unless otherwise noted.

Net change = Project totals / Hills Cty emissions

Above/Below De minimis = Project totals above or below de minimis

NA = not available.

YEAR 2002, 2003 & 2004 EMISSIONS WERE CALCULATED BY TAKING AN APPROPRIATE PERCENTAGE OF THE TOTAL EMISSIONS DETERMINED ABOVE.
SEE TABLES 4B and 4D BELOW

TABLE 4B
Emissions for Year 2002

		MFH- Phase 4	Fitness Center	Mission Planning Center	Control Tower/ Crash Rescue	TLFs	CENT. Wall & Parking Lots	CE Storage Facility	SVS Storage Facility	War Res. Facility	Hydrant Fueling System	Military Service Station	Runway Pavement Repairs	2002 Project Totals	De minimis	Above/Below De minimis
Estimated % of Time During 2002 That Project Would Be Active		50%	50%	100%	0%	58%	25%	91%	58%	50%	100%	50%	100%			
	Pollutants															
	CO	6.65	6.32	7.20	0.00	9.79	0.05	6.71	3.13	0.41	30.97	0.06	2.60	73.88	100	Below
	VOC	2.77	2.66	3.59	0.00	3.83	0.08	3.19	1.63	0.31	10.38	0.11	1.88	30.40	100	Below
	NO _x	7.71	7.08	8.74	0.00	11.02	0.24	7.48	3.54	0.47	33.84	0.12	12.02	92.26	100	Below
	SO _x	0.39	0.35	0.44	0.00	0.54	0.02	0.36	0.17	0.03	1.64	0.01	0.80	4.74	100	Below
	PM ₁₀	0.65	0.56	0.78	0.00	0.88	0.04	0.58	0.28	0.04	2.57	0.02	2.10	8.50	100	Below
	Pb													0	25	Below

TABLE 4C
Emissions for Year 2003

[illegible]

TABLE 4D
Emissions for Year 2004

[illegible]

APPENDIX A

CONSISTENCY STATEMENT

APPENDIX A CONSISTENCY STATEMENT

This consistency statement will examine the potential environmental consequences of the Proposed Action and ascertain the extent to which the consequences of the Proposed Action are consistent with the objectives of Florida Coastal Management Program (CMP).

~~Of the Florida Statutory Authorities included in the CMP, impacts in the following areas~~ are addressed in the EA: beach and shore preservation (Chapter 161), historic preservation (Chapter 267), economic development and tourism (Chapter 288), public transportation (Chapters 334 and 339), saltwater living resources (Chapter 370), living land and freshwater resource (Chapter 372), water resources (Chapter 373), environmental control (Chapter 403), and soil and water conservation (Chapter 582). This consistency statement discusses how the proposed options may meet the CMP objectives.

CONSISTENCY DETERMINATION

Chapter 161: Beach and Shore Preservation

No disturbances to the base's canals are foreseen under the Proposed Action or Alternative Actions.

Chapter 267: Historic Preservation

The Air Force and the Florida State Historic Preservation Officer have determined that there are two areas on MacDill AFB with buildings that are potentially eligible for the National Register of Historic Places. The Proposed Action site is not located in either of the historic districts. Consultations between the Air Force and State Historical Preservation Officer have been completed to ensure compliance with Section 106 of the National Historic Preservation Act.

Chapter 288: Economic Development and Tourism

The EA presents the new employment impact and net income impact of the Proposed Action and alternatives. The options would not have significant adverse effects on any key Florida industries or economic diversification efforts.

The EA quantitatively addresses potential impacts to transportation systems and planning and implementation of transportation improvements.

Chapter 372: Saltwater Living Resources

The EA addresses potential impacts to local water bodies. Water quality impacts were surveyed for existing conditions at the Proposed Action and alternatives. Results indicate that no significant long-term impacts would result from the Proposed Action or alternatives.

Chapter 372: Living Land and Freshwater Resources

Threatened and endangered species, major plant communities, conservation of native habitat, and mitigation of potential impacts to the resources are addressed in the EA. The Proposed Action and alternatives would not result in permanent disturbance to native habitat and should not impact threatened or endangered species.

Chapter 373: Water Resources

There would be no impacts to surface water or groundwater quality under the Proposed Action or alternatives as discussed in the EA.

Chapter 403: Environmental Control

The EA addresses the issues of conservation and protection of environmentally sensitive living resources; protection of groundwater and surface water quality and quantity; potable water supply; protection of air quality; minimization of adverse hydrogeologic impacts; protection of endangered or threatened species; solid, sanitary, and hazardous waste disposal; and protection of floodplains and wetlands. Where impacts to these resources can be identified, possible mitigation measures are suggested. Implementation of mitigation will, for the most part, be the responsibility of MacDill AFB.

Chapter 582: Soil and Water Conservation

The EA addresses the potential of the Proposed Action and alternatives to disturb soil and presents possible measures to prevent or minimize soil erosion. Impacts to groundwater and surface water resources also are discussed in the EA.

CONCLUSION

The Air Force finds that the conceptual Proposed Action and alternatives plans presented in the EA are consistent with Florida's CMP.

APPENDIX B

AIR FORCE FORM 813

REQUEST FOR ENVIRONMENTAL IMPACT ANALYSIS

Report Control Symbol

RCS: 29201-19

INSTRUCTIONS: Section I to be completed by Proponent; Sections II and III to be completed by Environmental Planning Function. Continue on separate sheets as necessary. Reference appropriate item number(s).

SECTION I - PROPONENT INFORMATION

1. TO (Environmental Planning Function) 6 CES/CEV (att: Jason Kirkpatrick)	2. FROM (Proponent organization and functional address symbol) CENTCOM/CCJS <i>May Hank Schneider</i> 6CES/CECE <i>Ludo VanDenBogaert</i>	2a. TELEPHONE NO. 8-8187 8-8385
---	---	---------------------------------------

3. TITLE OF PROPOSED ACTION

NVZR 02-0063 (FP) HQ CENTCOM Harding (Perimeter)

4. PURPOSE AND NEED FOR ACTION (Identify decision to be made and need date)

Provide for an outer preimeter of protection around the CENTCOM Complex. (see attached)

5. DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES (DOPAA) (Provide sufficient details for evaluation of the total action.)

Construct a Masonary wall, bollards and access gates (See next Sheet)

6. PROPONENT APPROVAL (Name and Grade)

Ludo VanDenBogaert
Sr Civil Engr

6a. SIGNATURE

Ludo VanDenBogaert

6b. DATE

16 OCT 01

SECTION II - PRELIMINARY ENVIRONMENTAL SURVEY. (Check appropriate box and describe potential environmental effects including cumulative effects.) (+ - positive effect; 0 - no effect; - - adverse effect; U - unknown effect)

7. AIR INSTALLATION COMPATIBLE USE ZONE/LAND USE (Noise, accident potential, encroachment, etc.)

8. AIR QUALITY (Emissions, attainment status, state implementation plan, etc.)

9. WATER RESOURCES (Quality, quantity, source, etc.)

10. SAFETY AND OCCUPATIONAL HEALTH (Asbestos/radiation/chemical exposure, explosives safety quantity-distance, bird/wildlife aircraft hazard, etc.)

11. HAZARDOUS MATERIALS/WASTE (Use/storage/generation, solid waste, etc.)

12. BIOLOGICAL RESOURCES (Wetlands/floodplains, threatened or endangered species, etc.)

13. CULTURAL RESOURCES (Native American burial sites, archeological, historical, etc.)

14. GEOLOGY AND SOILS (Topography, minerals, geothermal, Installation Restoration Program, seismicity, etc.)

15. SOCIOECONOMIC (Employment/population projections, school and local fiscal impacts, etc.)

16. OTHER (Potential impacts not addressed above.)

SECTION III - ENVIRONMENTAL ANALYSIS DETERMINATION

17. ☒ PROPOSED ACTION QUALIFIES FOR CATEGORICAL EXCLUSION (CATEX) # _____ ; OR
☒ PROPOSED ACTION DOES NOT QUALIFY FOR A CATEX; FURTHER ENVIRONMENTAL ANALYSIS IS REQUIRED.

18. REMARKS

MacDill AFB is located in a maintenance area for the following criteria pollutant: Ozone. Direct emissions from construction and indirect emissions from visiting traffic and/or follow-on operations, when totaled are less than the de minimus amounts in 40 CFR 93.153, therefore, a conformity analysis is not required.

Evaluation of environmental impacts will be addressed as part of the CENTCOM Coalition Village Permanent Parking Lots and Force Protection Wall Environmental Assessment.

19. ENVIRONMENTAL PLANNING FUNCTION CERTIFICATION (Name and Grade)

MICHAEL S. COMAN, Col, USAF
Vice Commander, 6 AMW

19a. SIGNATURE

Michael S Coman

19b. DATE

12/12/01

4. PURPOSE AND NEED FOR ACTION:

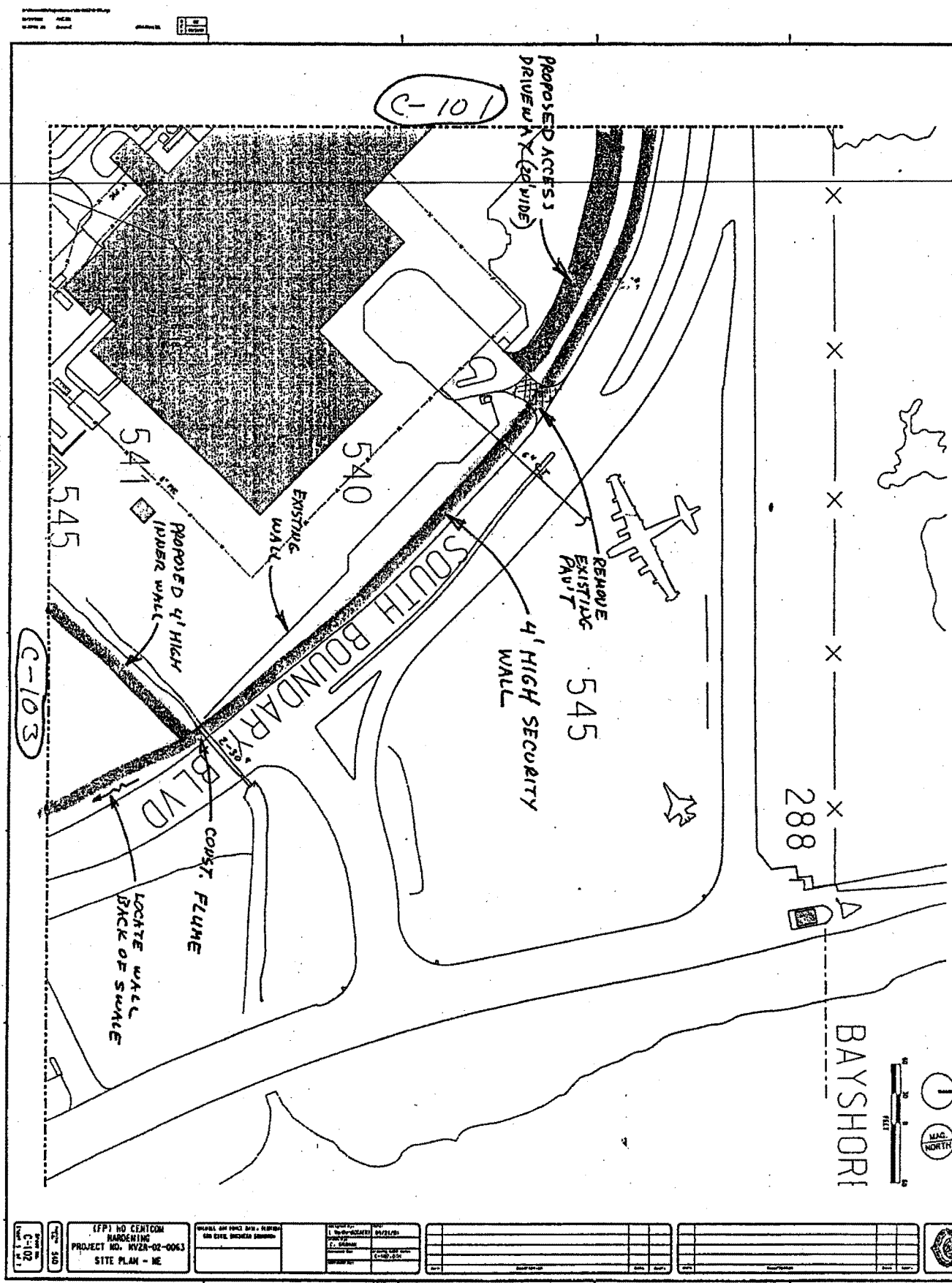
Due to the current national crisis, USCENTCOM has an urgent need for additional force protection measures. Increased force protection measures are required to secure the USCENTCOM facility from terrorist attack. To meet USCENTCOM intends to construct a new concrete masonry wall with hydraulic bollards and security gates and adjust some of the travel routes for vehicles coming into the compound.

5. DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES:

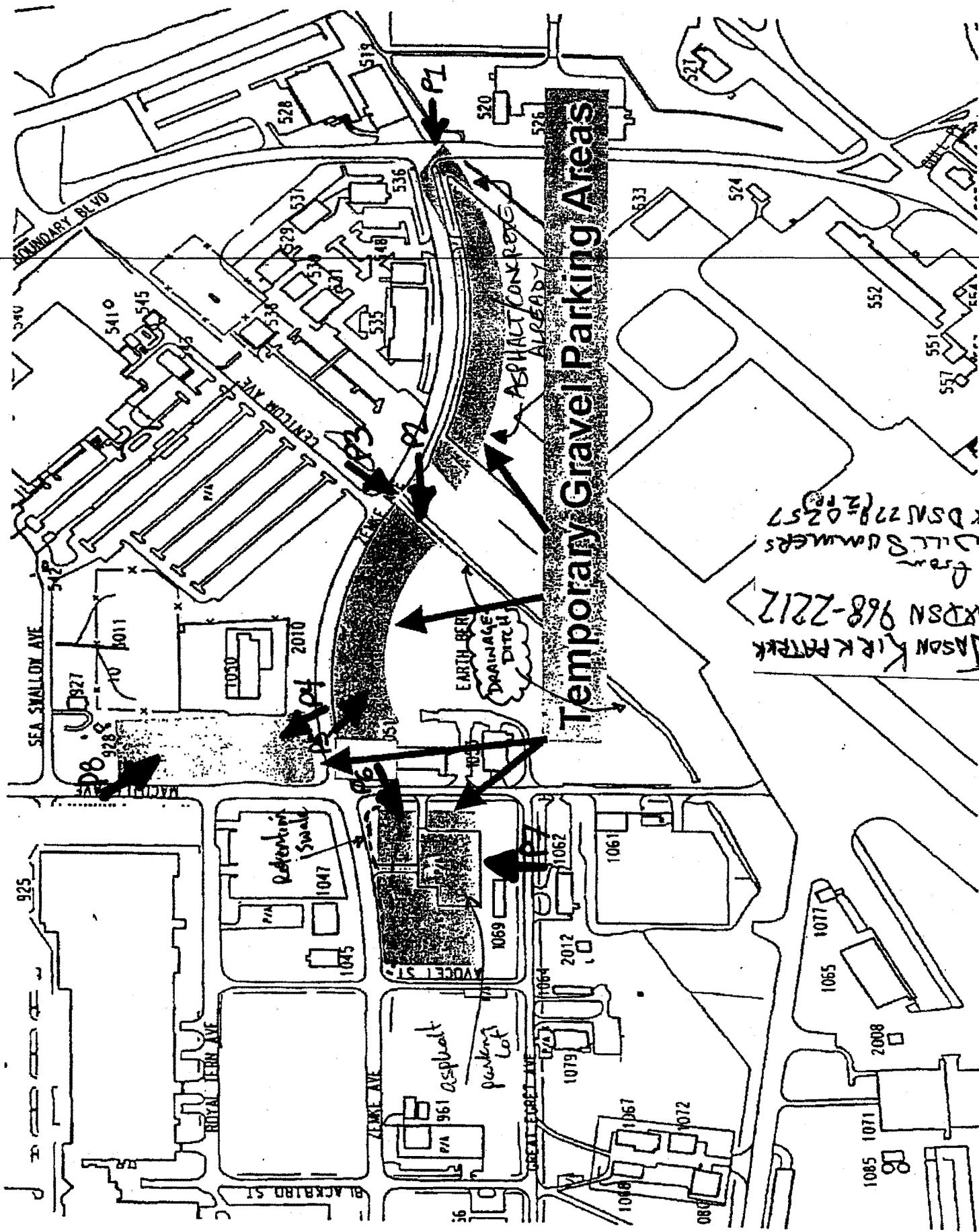
Proposed Action – The Proposed Action would involve construction of a 4 foot high concrete masonry wall around the entire USCENTCOM facility. The new wall would also encompass the NAVCENT facility, MARCENT facility and other buildings located at the corner of Zemke Avenue and South Boundary Boulevard (see attached drawings). Access points through the wall would be equipped with hydraulic bollards and security gates. A guard house would be constructed on the south side of USCENTCOM at the primary entrance to the compound. The entrance road at the primary entrance to the USCENTCOM compound would be widened to accommodate construction of the guard house and access by large delivery vehicles. The area to be widened would be approximately 20 feet wide by 300 feet long (6,000 SF) . A culvert would be constructed in the drainage ditch to permit construction of a road across the drainage ditch that will allow vehicles to get from the USCENTCOM parking lot to the NAVCENT parking lot. A paved access road would be constructed from the parking lot on the south side of the USCENTCOM building around to the front (north side) of the USCENTCOM building. The access road would be approximately 20 feet wide by 800 feet long (16,000 SF).

No Action Alternative – Would not construct the new security wall around the USCENTCOM, NAVCENT and MARCENT facilities. The USCENTCOM facility would continue to operate as it does now and no security measures would be implemented. This situation would leave USCENTCOM more open to potential terrorist attacks which could significantly impact their mission.

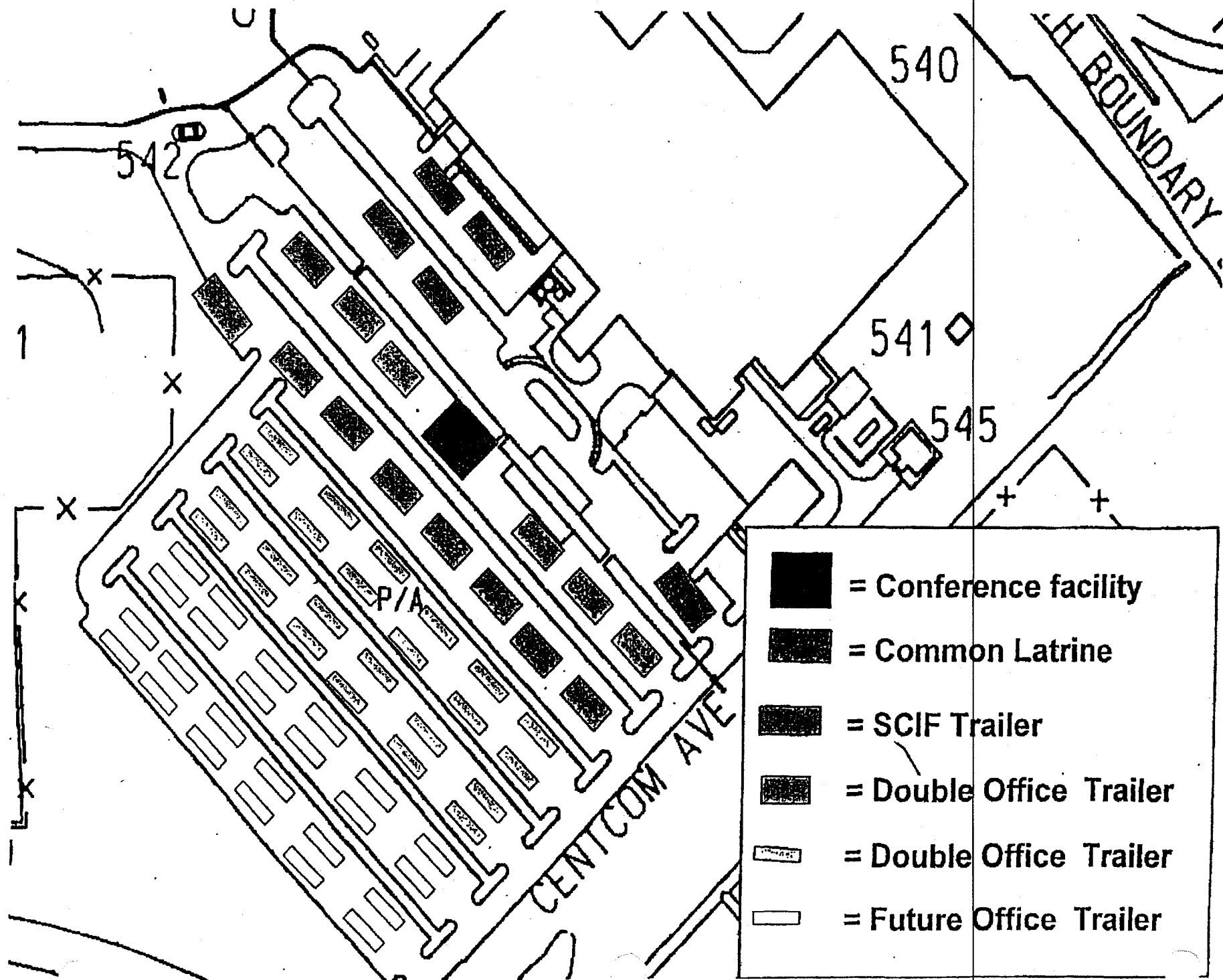


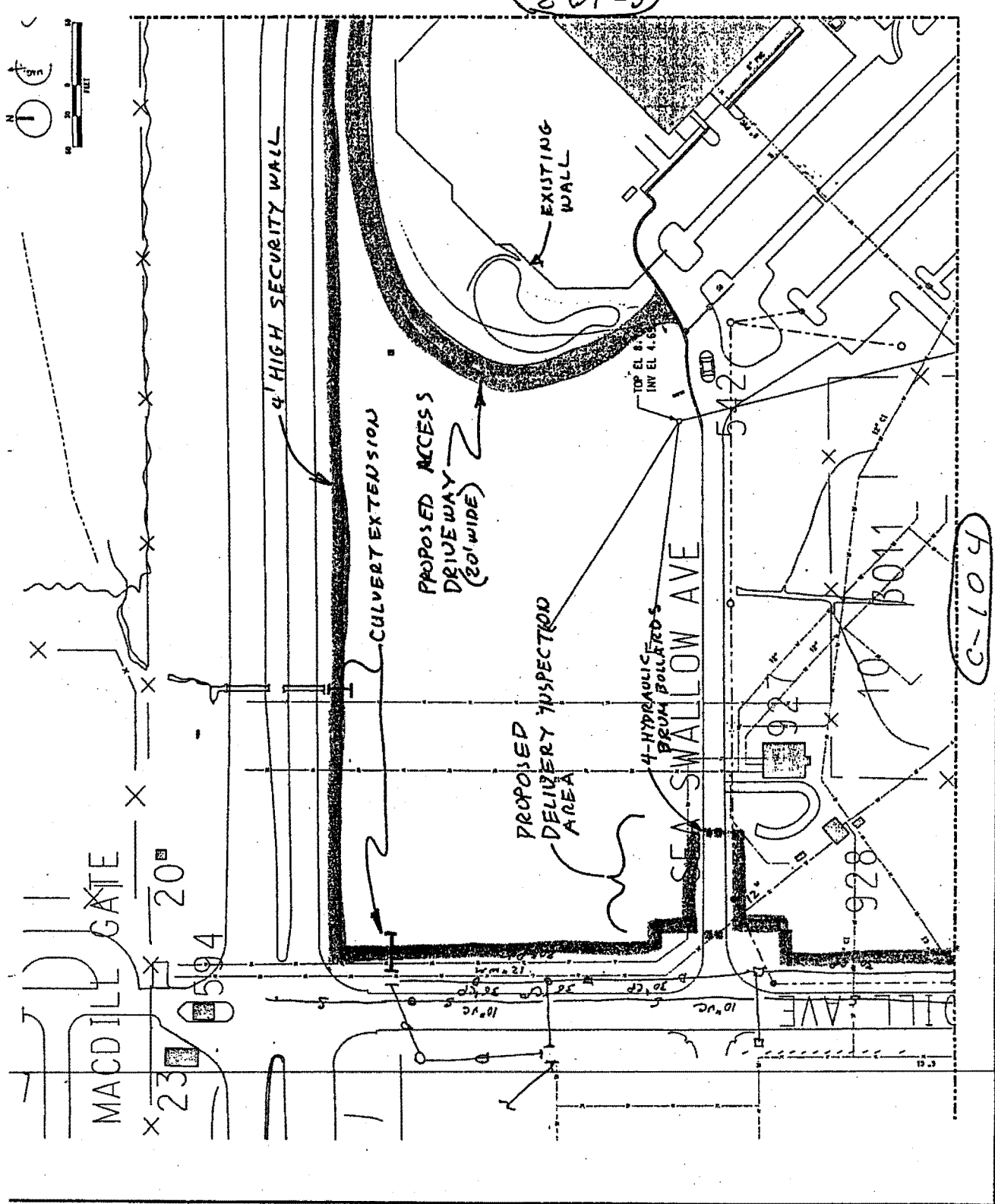


(FPI) NO. C-102 PROJECT NO. NY28-02-0063 SITE PLAN - ME		MAPS, AIR PHOTO, DTM, ALTIMETER AND DATE, SOURCE, COMMENTS		PROJECT NO. 1 DATE 10/1/02 BY 10/1/02 CHECKED 10/1/02 APPROVED 10/1/02		PROJECT NO. 1 DATE 10/1/02 BY 10/1/02 CHECKED 10/1/02 APPROVED 10/1/02		PROJECT NO. 1 DATE 10/1/02 BY 10/1/02 CHECKED 10/1/02 APPROVED 10/1/02		PROJECT NO. 1 DATE 10/1/02 BY 10/1/02 CHECKED 10/1/02 APPROVED 10/1/02	
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JASON KIRK PATTER
 FAXDN 968-2212
 from
 LILLIS SUMMERS
 AK DSN 778-0257





APPENDIX C

AGENCY COORDINATION LETTERS



DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA

MEMORANDUM FOR DIVISION OF HISTORIC RESOURCES
ATTN: MS. JANET SNYDER MATTHEWS

FROM: 6 CES/CD
7621 Hillsborough Loop Drive
MacDill AFB 33621-5207

SUBJECT: Modification of CENTCOM Coalition Village and Construction of Permanent
Parking Lots at MacDill Air Force Base (AFB)

1. The U.S. Government's decision to combat terrorist activities in the states and abroad has resulted in the mobilization of military/civilian personnel and equipment from around the world to the Central Command (CENTCOM) facility at MacDill AFB. To support this mobilization of personnel and equipment, MacDill AFB has established a temporary operations unit in the existing parking lot of the CENTCOM facility (Building 540). The operations unit, known as Coalition Village, consists of numerous mobile trailers which provide office, administrative and conferencing space for Coalition Forces personnel. The U.S. Air Force (USAF) intends to complete some safety and force protection improvements to the CENTCOM and Coalition Village facilities. Modifications include construction of a concrete force protection wall around the CENTCOM facility and surrounding areas, interior roadway alteration including a ditch crossing, and below ground installation of all power, communication, water and waste water utility lines. The proposed project would also include construction of three permanent parking lots in the immediate vicinity of the CENTCOM Coalition Village complex to replace parking facilities that were lost due to creation of the Coalition Village (Attachment 1). Approximately 779 new parking spaces would be created.

2. A representative from the MacDill AFB Natural/Cultural Resources staff surveyed the proposed project sites to determine if any cultural resources would be affected by the project. There are no historic or archeological sites on or in the vicinity of the areas proposed for construction/modification under the project. The CENTCOM and Coalition Village facilities and surrounding areas are not located in either of the MacDill AFB Historic Districts. Consequently, MacDill AFB believes that the proposed project would not adversely impact cultural resources. If the State Historical Preservation Office agrees with this assessment, please document your concurrence by signing where indicated on page 2. If you would like to inspect the proposed project sites, please contact the MacDill AFB Natural/Cultural Resources staff.

6 CES/CD

SUBJECT: Modification of CENTCOM Coalition Village and Construction of Permanent Parking Lots at MacDill Air Force Base (AFB)

3. If you have any question about the proposed project, please contact Mr. Jason Kirkpatrick at (813) 828-0459.



DALE CLARK, GS-13

Deputy Base Civil Engineer

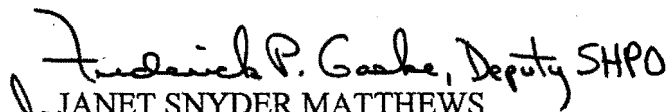
Attachment:

CENTCOM Coalition Village Modifications and Permanent Parking Lots on MacDill AFB

1st Ind

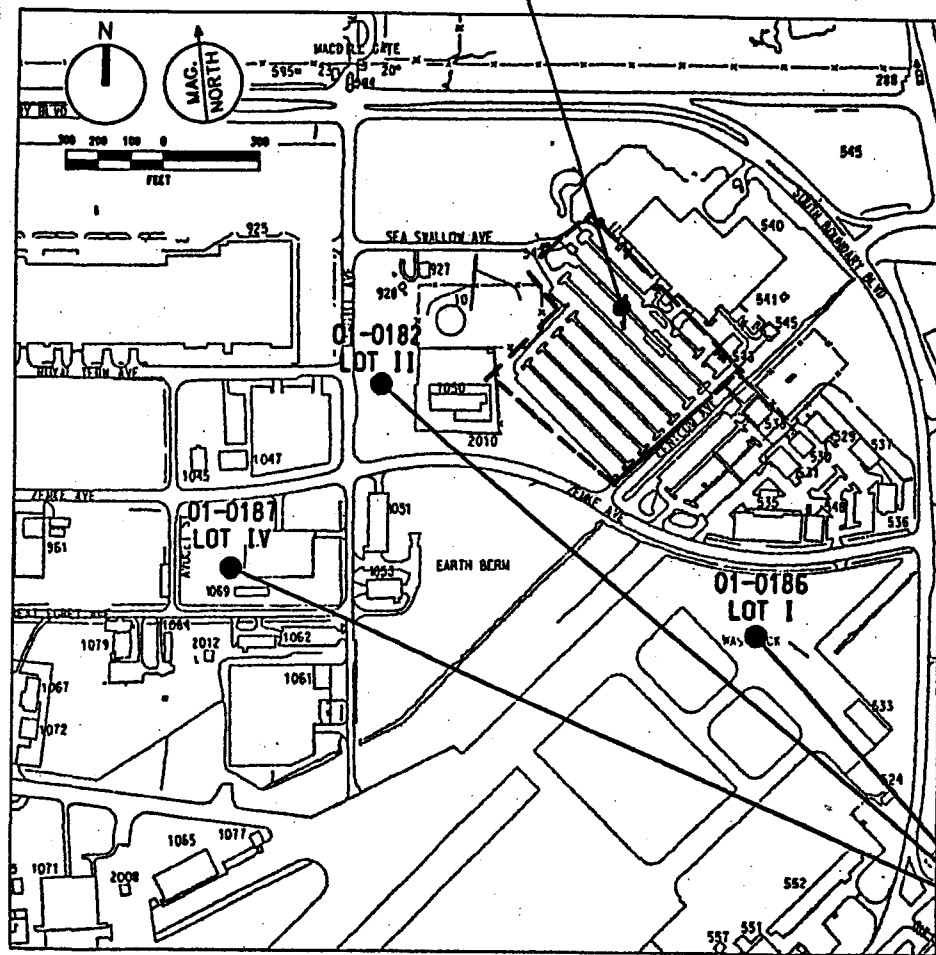
TO: 6 CES/CD

The State Historic Preservation Office concurs with MacDill AFB that the proposed modifications to the CENTCOM and Coalition Village facilities as well as the construction of three permanent parking lots will have no adverse effect on cultural resources at MacDill AFB.

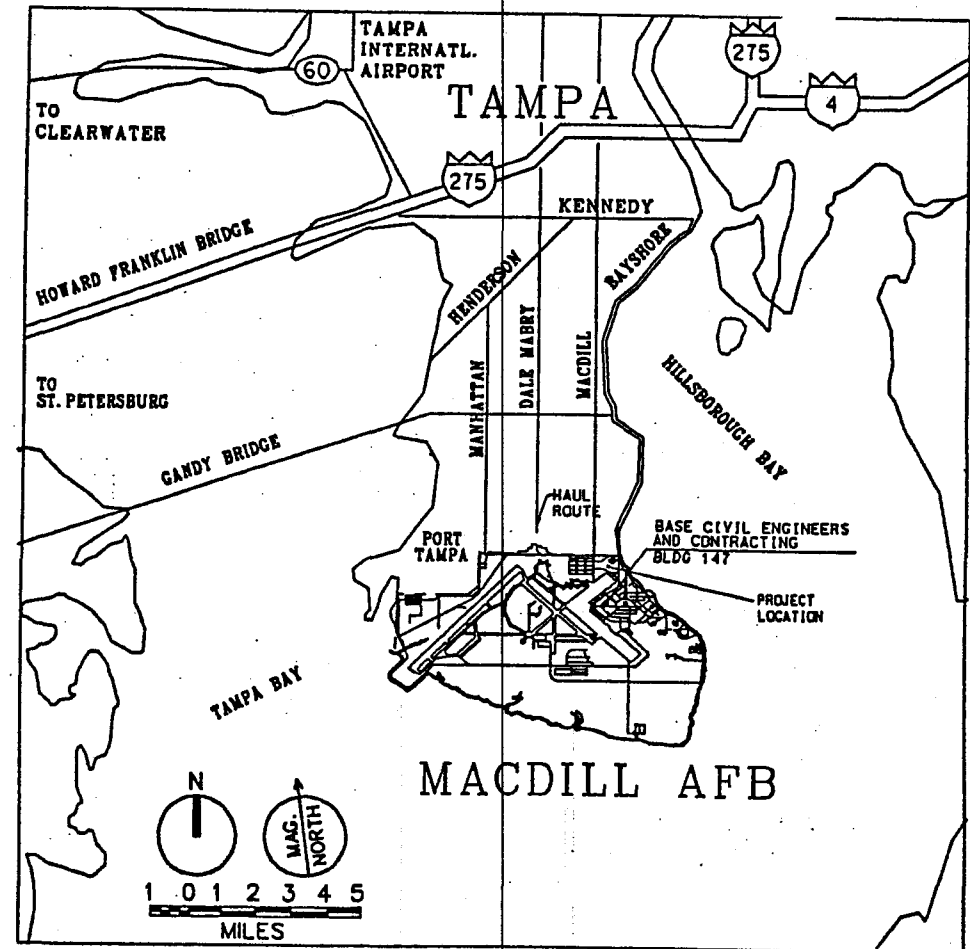


JANET SNYDER MATTHEWS
State Historic Preservation Officer

Date: 3/15/02



PROJECT LOCATION MAP



VICINITY MAP

PROJECT
SITES

FIGURE 1 - CENTCOM Coalition Village
Modifications and Permanent Parking Lots
MacDill AFB, Florida



DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA



FWS Log. No. 02-678(ST. Pete)

The Proposed action is not likely to adversely affect resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 seq.). This finding fulfills the requirements of the Act.

MEMORANDUM FOR U.S. FISH AND WILDLIFE

FROM: 6 CES/CD

7621 Hillsborough Loop Drive
MacDill AFB FL 33621-5207

With reference to the Fish and Wildlife Coordination Act (16 U.S.C. 1531 et seq.) the Service does not have sufficient staff to review and comment on this application; therefore, we are unable to make recommendations and take no action regarding this application.

Don Palumbo
Peter M. Benjamin
Assistant Field Supervisor

Date 3/18/01

SUBJECT: Modification of CENTCOM Coalition Village and Construction of Permanent Parking Lots at MacDill Air Force Base (AFB)


1. The U.S. Government's decision to combat terrorist activities in the states and abroad has resulted in the mobilization of military/civilian personnel and equipment from around the world to the Central Command (CENTCOM) facility at MacDill AFB. To support this mobilization of personnel and equipment, MacDill AFB has established a temporary operations unit in the existing parking lot of the CENTCOM facility (Building 540). The operations unit, known as Coalition Village, consists of numerous mobile trailers which provide office, administrative and conferencing space for Coalition Forces personnel. The U.S. Air Force (AF) intends to complete some safety and force protection improvements to the United States Central Command (CENTCOM) Coalition Village facility. Modifications to the CENTCOM Coalition Village complex include construction of a concrete force protection wall around the CENTCOM facility and surrounding areas, interior roadway alteration including a ditch crossing, and below ground installation of all power, communication, water and waste water utility lines. The proposed project would also include construction of three permanent parking lots in the immediate vicinity of the CENTCOM Coalition Village complex to replace parking facilities that were lost due to creation of the Coalition Village (Attachment 1). Approximately 779 new parking spaces would be created.

2. A representative from the MacDill AFB Natural Resources staff has surveyed the CENTCOM Coalition Village complex and surrounding areas to determine if any threatened or endangered species inhabit the sites. No threatened or endangered species were observed. The CENTCOM Coalition Village complex and surrounding area has not been identified as critical habitat for any Federally-listed threatened or endangered species. MacDill AFB believes that the proposed project would not adversely impact threatened or endangered species. If the U.S. Fish and Wildlife Service agrees with this assessment, please document your concurrence by stamp or signing where indicated on page 2. If you would like to inspect the proposed project site, please contact the MacDill AFB Natural Resources staff.

6 CES/CD

SUBJECT: Modification of CENTCOM Coalition Village and Construction of Permanent Parking Lots at MacDill Air Force Base (AFB)

3. If you have any questions or require additional information on the proposed project, please contact Mr. Jason Kirkpatrick at (813) 828-0459.



DALE CLARK, GS-13
Deputy Base Civil Engineer

Attachment:

Proposed CENTCOM Coalition Village Modifications and Permanent Parking Lots at MacDill AFB

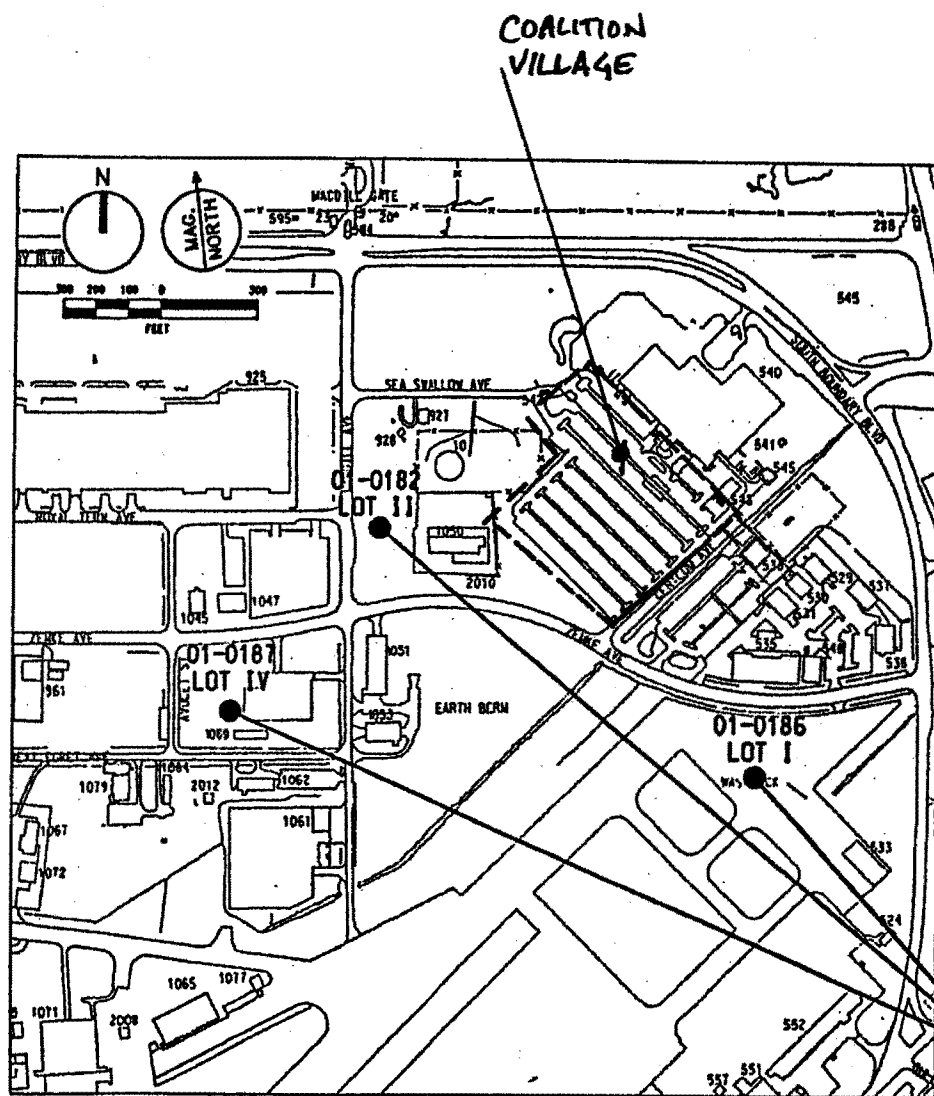
1st Ind.

TO: 6 CES/CD

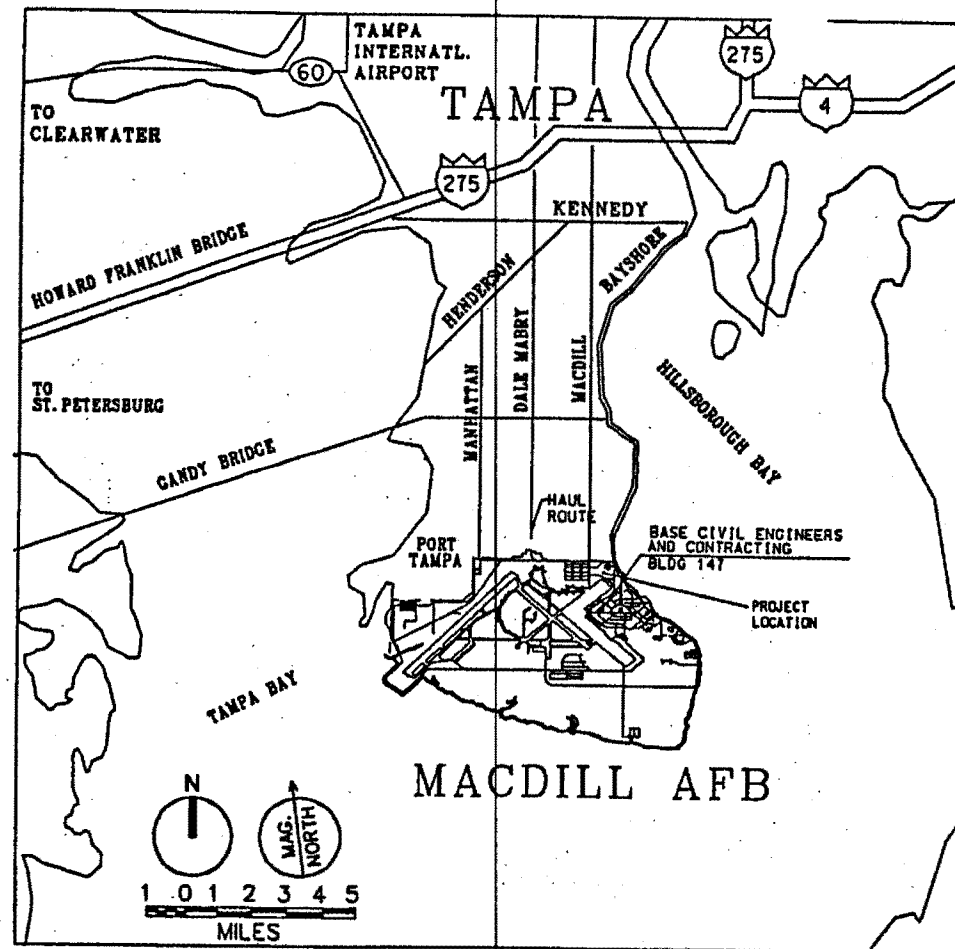
The U.S. Fish and Wildlife Service agrees with MacDill AFB that the proposed project described above will not adversely impact threatened or endangered species on MacDill Air Force Base.

U.S. Fish and Wildlife Service Representative

Date



PROJECT LOCATION MAP



VICINITY MAP

PROJECT
SITES

FIGURE 1 - CENTCOM Coalition Village
Modifications and Permanent Parking Lots
MacDill AFB, Florida

Kirkpatrick Jason W Contr 6 CES/CEVN

From: Harris Reginauld T Capt 6 AMW/JA
Sent: Monday, January 07, 2002 5:20 PM
To: Kirkpatrick Jason W Contr 6 CES/CEVN
Cc: Hughes Troy E Capt 6AMW/JA
Subject: FW: Coalition Village EA

Jason

I have reviewed the Environmental Assesment on paving parking lot to support USCENTCOM operation due construction of Coalition Village. The EA is legally sufficient, no changes recommended.

REGINAULD T. HARRIS, Capt, USAF
Chief, Civil Law

6 AMW/JA
8208 Hangar Loop Dr.
MacDill AFB, FL 33716
(813)828-8797

-----Original Message-----

From: Kirkpatrick Jason W Contr 6 CES/CEVN
Sent: Friday, December 21, 2001 8:57 AM
To: Islam Maeen Z 1Lt 6 AMDS/SGPB; Clark Dale GS-13; Gennaro Anthony F GS-12 6 CES/CEQ; Harris Reginauld T Capt 6 AMW/JA; Medina Cesar A GS-9 6 CES/CEQV; Davis Scott F Contr 6 CES/CECE
Subject: FW: Coalition Village EA

Folks; A friendly reminder. I have not heard back from anyone but safety on the Coalition Village EA. If you have reviewed it and have no comments, please shoot me a quick e-mail stating so (for my correspondence file) - your response letters are included in the final EA to demonstrate that MacDill AFB has received a full review from the appropriate departments.

If you haven't reviewed it, please take some time to do so - just read Section 1 and 2 and then the parts in Section 4 that might apply to your department. I need your responses by Jan 5th.

Thanks.

Jason K

-----Original Message-----

From: Kirkpatrick Jason W Contr 6 CES/CEVN
Sent: Wednesday, November 21, 2001 1:53 PM
To: Islam Maeen Z 1Lt 6 AMDS/SGPB; Jackson Jason GS-12 6 AMW/SE; Gennaro Anthony F GS-11 6 CES/CEQ; Clark Dale GS-13; Davis Scott F Contr 6 CES/CECE; Harris Reginauld T Capt 6 AMW/JA; Medina Cesar A GS-9 6 CES/CEQV
Subject: Coalition Village EA

Gentleman;

Please find attached the Environmental Assessment for the Coalition Village/Permanent Parking Lots project. AMC has insisted that we prepare an EA for the project (instead of the 813) so as not to set a precedent for other bases who may want to "speed things through due to the war effort". Anyway, the EA is pretty rough at this point since it has been "rushed" - please let me know if I have missed anything or if you feel certain things need to be addressed further. Feel free to use the "tracking tool" in Word to make your corrections. If you don't have any comments or corrections, please send me an e-mail stating so (for the correspondence file). (Scott - forward this to whatever managers is working the CENTCOM Wall and Parking Lot projects)

Thanks for your continued help.

Kirkpatrick Jason W Contr 6 CES/CEVN

From: Gennaro Anthony F GS-12 6 CES/CEQ
Sent: Monday, January 07, 2002 2:07 PM
To: Kirkpatrick Jason W Contr 6 CES/CEVN
Cc: Domako Kenneth E GS-12 6 CES/CEVR; Domako Sherral A GS-12 6 CES/CEVR; Burnette Richard GS-12 6 CES/CEQ
Subject: FW: Coalition Village EA

Jason,

I know it's after the fact (one of over 100 e-mails I'm finally reviewing after the holidays), however, we no comments at this time.

Thanks,
Anthony

-----Original Message-----

From: Kirkpatrick Jason W Contr 6 CES/CEVN
Sent: Friday, December 21, 2001 8:57 AM
To: Islam Maeen Z 1Lt 6 AMDS/SGPB; Clark Dale GS-13; Gennaro Anthony F GS-12 6 CES/CEQ; Harris Reginald T Capt 6 AMW/JA; Medina Cesar A GS-9 6 CES/CEQV; Davis Scott F Contr 6 CES/CECE
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Thanks for your continued help.



CentcomCover.doc CENTCOMvillaEA.do CENTemission.xls CENTtotalemiss.xls Tbl2.1CentVillage.xl

c

s

Jason Kirkpatrick

Kirkpatrick Jason W Contr 6 CES/CEVN

From: Islam Maeen Z 1Lt 6 AMDS/SGPB
Sent: Friday, December 21, 2001 10:29 AM
o: Kirkpatrick Jason W Contr 6 CES/CEVN
Subject: RE: Coalition Village EA

Jason,

Bio has no comments

M. Zakaria Islam, LT, USAF, BSC
Deputy Flight Commander
Bioenvironmental Engineering
MacDill AFB, FL
(813) 828-3534

-----Original Message-----

From: Kirkpatrick Jason W Contr 6 CES/CEVN
Sent: Friday, December 21, 2001 8:57 AM
To: Islam Maeen Z 1Lt 6 AMDS/SGPB; Clark Dale GS-13; Gennaro Anthony F GS-12 6 CES/CEQ; Harris Reginauld T Capt 6 AMW/JA; Medina Cesar A GS-9 6 CES/CEQ; Davis Scott F Contr 6 CES/CECE
Subject: FW: Coalition Village EA

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Sent: Wednesday, November 21, 2001 1:53 PM
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Subject: Coalition Village EA

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Thanks for your continued help.

<< File: CentcomCover.doc >> << File: CENTCOMvillaEA.doc >> << File: CENTemission.xls >> << File: CENTtotaless.xls >> << File: Tbl2.1CentVillage.xls >>

Jason Kirkpatrick

Kirkpatrick Jason W Contr 6 CES/CEVN

From: Jackson Jason GS-12 6 AMW/SE
Sent: Friday, November 30, 2001 9:35 AM
To: Kirkpatrick Jason W Contr 6 CES/CEVN
Subject: RE: Coalition Village EA

Jason,

I have no changes or comments from Safety. Actually looking forward to the lines being relocated underground. Thanks.

//SIGNED//
JASON R. JACKSON, GS-12
Deputy Chief of Safety

-----Original Message-----

From: Kirkpatrick Jason W Contr 6 CES/CEVN
Sent: Wednesday, November 21, 2001 1:46 PM
To: Islam Maeen Z 1Lt 6 AMDS/SGPB; Jackson Jason GS-12 6 AMW/SE; Gennaro Anthony F GS-11 6 CES/CEQ; Clark Dale GS-13; Davis Scott F Contr 6 CES/CECE; Harris Reginald T Capt 6 AMW/JA; Medina Cesar A GS-9 6 CES/CEQV
Subject: Coalition Village EA

Gentleman;

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Jason Kirkpatrick
Environmental Program Manager
2610 Pink Flamingo Avenue
MacDill Air Force Base
6 CES/CEVN
DSN 968-0459
(813) 828-0459
(813) 828-2212 (fax)

Kirkpatrick Jason W Contr 6 CES/CEVN

From: NMFS HCDPC [NMFS.HCDPC@noaa.gov]
Sent: Wednesday, April 17, 2002 9:52 AM
To: MAC DILL AFB Kirkpatrick; Rolfes Sharon; Hawk Eric
Subject: Environmental Assessments dated March 2, 2002



Card for Habitat

The National Marine Fisheries Service (NMFS) has reviewed two Draft Environmental Assessments (DEAs), dated March 2, 2002, titled Modification to Coalition Village and Construction of Permanent Parking Lots and Construct SVS Storage Facility/Demolish 519 and 526 for work at MacDill Air Force Base in Hillsborough County, Florida. The DEAs adequately describe wetland habitats in the project area and the impacts associated with the proposed activities. Based on our review of this information, the NMFS anticipates that any adverse effect that might occur on marine and anadromous fishery resources would be minimal and, therefore, we do not have any comments to provide to the DEAs or objections to proposed actions.

We appreciate the opportunity to provide you with our comments. Please direct related comments, questions, or correspondence to Mark Thompson of our Panama City office. He may be contacted at 850/234-5061 or 3500 Delwood Beach Road Panama City, Florida 32408.

DIVISIONS OF FLORIDA DEPARTMENT OF STATE
Office of the Secretary
Office of International Relations
Division of Elections
Division of Corporations
Division of Cultural Affairs
Division of Historical Resources
Division of Library and Information Services
Division of Licensing
Division of Administrative Services



FLORIDA DEPARTMENT OF STATE
Katherine Harris
Secretary of State
DIVISION OF HISTORICAL RESOURCES

MEMBER OF THE FLORIDA CABINET
State Board of Education
Trustees of the Internal Improvement Trust Fund
Administration Commission
Florida Land and Water Adjudicatory Commission
Siting Board
Division of Bond Finance
Department of Revenue
Department of Law Enforcement
Department of Highway Safety and Motor Vehicles
Department of Veterans' Affairs

Mr. Dale Clark

April 25, 2002

~~Department of the Air Force~~
6th Air Mobility Wing (AMC)
6 CES/CDTAR
7621 Hillsborough Loop Drive
MacDill AFB, Florida 33621-5207

CEP
CER
CEV

RE: DHR Project File No. 2002-2997
Received by DHR March 28, 2002
Draft Environmental Assessment for Two MacDill Air Force Base Projects
1) Construction of the SVS Storage Facility Including the Demolition of Facilities 519 and 526
2) Modification of Coalition Village and Construction of Permanent Parking Lots
MacDill AFB, Hillsborough County, Florida

Dear Mr. Clark:

Our office received and reviewed the above referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended and *36 CFR Part 800: Protection of Historic Properties*. The State Historic Preservation Officer is to advise Federal agencies as they identify historic properties (listed or eligible for listing, in the *National Register of Historic Places*), assess effects upon them, and consider alternatives to avoid or minimize adverse effects.

Based on the information provided, it is the opinion of this office that the proposed projects associated with the referenced environmental assessment will have no effect on historic properties.

If you have any questions concerning our comments, please contact Scott Edwards, Historic Preservation Planner, by electronic mail sedwards@mail.dos.state.fl.us, or at 850-245-6333 or 800-847-7278.

Sincerely,

Janet Snyder Matthews, Ph.D., Director, and
State Historic Preservation Officer

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

☐ Director's Office
(850) 245-6300 • FAX: 245-6435

☐ Archaeological Research
(850) 245-6444 • FAX: 245-6436

☒ Historic Preservation
(850) 245-6333 • FAX: 245-6437

☐ Historical Museums
(850) 245-6400 • FAX: 245-6433

☐ Palm Beach Regional Office
(561) 279-1475 • FAX: 279-1476

☐ St. Augustine Regional Office
(904) 825-5045 • FAX: 825-5044

☐ Tampa Regional Office
(813) 272-3843 • FAX: 272-2340



STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

"Dedicated to making Florida a better place to call home"

JEB BUSH
Governor

STEVEN M. SEIBERT
Secretary

June 3, 2002

Mr. Dale Clark, GS-13
Deputy Base Civil Engineer
Department of the Air Force
6th Air Mobility Wing (AMC)
MacDill Air Force Base, Florida

RE: Department of the Air Force - Draft Environmental Assessment - Modification to
Coalition Village and Construction of Permanent Parking Lots - MacDill Air
Force Base - Hillsborough County, Florida
SAI: FL200204011760C

Dear Mr. Clark:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the above-referenced project.

The Southwest Florida Water Management District (SWFWMD) indicates that the project will require water quality certification which is transmitted through the issuance of an Environmental Resource Permit. Therefore, the applicant is encouraged to coordinate with Mr. Alberto Martinez of the Tampa Regulation office at (813) 985-7481 to address permitting issues. Please refer to the enclosed SWFWMD comments.

Based on the information contained in the referenced Draft Environmental Assessment and the enclosed comments provided by our reviewing agencies, the state has determined that the referenced project is consistent with the Florida Coastal Management Program.

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100

Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781

Internet address: <http://www.dca.state.fl.us>

CRITICAL STATE CONCERN FIELD OFFICE
2796 Overseas Highway, Suite 212
Marathon, Florida 33050-2227
(305) 289-2402

COMMUNITY PLANNING
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 488-2356

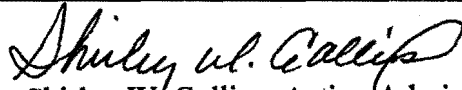
EMERGENCY MANAGEMENT
2575 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 413-9969

HOUSING & COMMUNITY DEVELOPMENT
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 488-7066

Mr. Dale Clark
June 3, 2002
Page Two

Thank you for the opportunity to review the Draft Environmental Assessment. Should questions arise regarding this letter, please call Ms. Jasmin Raffington at (850) 922-5438.

Sincerely,



Shirley W. Collins, Acting Administrator
Florida Coastal Management Program

SWC:jj

cc: Trisha Neasman, Southwest Florida Water Management District

Enclosures



DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA

MAR 21 2002


MEMORANDUM FOR SEE DISTRIBUTION

FROM: 6 CES/CD

State of Florida Clearinghouse

SUBJECT: Draft Environmental Assessments for Two MacDill Air Force Base Projects

1. The U.S. Air Force requests your expeditious review of the Draft Environmental Assessments (EA) for two upcoming projects at MacDill Air Force Base (AFB). The proposed projects are 1) Construction of SVS Storage Facility and Demolition of Facilities 519 and 526 and 2) Modification of Coalition Village and Construction of Permanent Parking Lots. The first project would construct a new 5000-square foot storage facility for the Services Squadron in an industrial area of the base and demolish two unneeded facilities on MacDill AFB. The project would reduce the base facility inventory by a net square footage of 20,355 square feet. The second project would complete modifications to Coalition Village, a temporary trailer complex installed in the CENTCOM parking lot. Modifications proposed for the project include construction of a force protection wall around the complex, some minor roadway modifications, below ground installation of utilities, and construction of permanent parking lots around the CENTCOM complex to compensate for the parking areas lost with creation of Coalition Village.
2. Each EA describes the Proposed Action and alternatives (Chapter 2). It establishes baseline environmental conditions for the Base (Chapter 3) and evaluates the potential impacts associated with implementation of the Proposed Action and alternatives (Chapter 4). Resource areas discussed in each EA include air quality, noise, hazardous materials/waste and petroleum, floodplains, water, biological, socioeconomic, cultural, land-use, transportation, safety and occupational health, and environmental justice.
3. Both EA's meets the requirements of the National Environmental Policy Act (NEPA) for evaluation of impacts of a proposed action as part of the planning process. If the EA's determine that no significant impacts would result from each Proposed Action, the Air Force will prepare a Finding of No Significant Impact (FONSI) for each project.
4. In order to maintain our schedule for completion of the EA, we would appreciate receiving your comments by April 26, 2002. If you have any questions or require additional information, please contact Mr. Jason Kirkpatrick at (813) 828-0459.


DALE CLARK, GS-13
Deputy Base Civil Engineer



An Equal
Opportunity
Employer

Southwest Florida Water Management District

Tampa Service Office
7601 Highway 301 North
Tampa, Florida 33637-6759
(813) 985-7481 or
1-800-836-0797 (FL only)
SUNCOM 578-2070

Bartow Service Office
170 Century Boulevard
Bartow, Florida 33830-7700
(863) 534-1448 or
1-800-492-7862 (FL only)
SUNCOM 572-6200

2379 Broad Street, Brooksville, Florida 34604-6899
(352) 796-7211 or 1-800-423-1476 (FL only)
SUNCOM 628-4150 TDD only 1-800-231-6103 (FL only)
On the Internet at: WaterMatters.org

Sarasota Service Office
6750 Fruitville Road
Sarasota, Florida 34240-9711
(941) 377-3722 or
1-800-320-3503 (FL only)
SUNCOM 531-6900

Lecanto Service Office
3600 West Sovereign Path
Suite 226
Lecanto, Florida 34461-8070
(352) 527-8131
SUNCOM 667-3271

April 19, 2002

Ronnie E. Duncan
Chair, Pinellas

Thomas G. Dabney, II
Vice Chair, Sarasota

Janet D. Kovach
Secretary, Hillsborough

Watson L. Haynes, II
Treasurer, Pinellas

Edward W. Chance
Manatee

Monroe "Al" Coogler
Citrus

Maggie N. Dominguez
Hillsborough

Pamela L. Fentress
Highlands

Ronald C. Johnson
Polk

Heidi B. McCree
Hillsborough

John K. Renke, III
Pasco

E. D. "Sonny" Vergara
Executive Director

Gene A. Heath
Assistant Executive Director

William S. Bilenky
General Counsel

Ms. Jasmin Raffington
Florida State Clearinghouse

Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

Subject: Department of the Air Force-Draft Environmental
Assessment-Modification to Coalition Village and
Construction of Permanent Parking Lots-MacDill Air Force
Base-Hillsborough County, Florida
SAI#: FL200204011760C

Dear Ms. Raffington:

The Southwest Florida Water Management District evaluated the referenced project and found it consistent with District activities. We believe, however, that a District Environmental Resource Permit may be required for the proposed construction activity. Consequently, we recommend that the applicant coordinate, as early as possible, with our Tampa Regulation staff to address permitting issues. Alberto Martinez, Tampa Regulation, can assist with this matter. Alberto can be reached at (813)985-7481.

The District appreciates the opportunity to participate in the review of this application. If you should have any questions or if I can be of further assistance, please contact me in the District's Planning Department.

Sincerely,

Trisha Neasman

Trisha Neasman, AICP
Government Planning Coordinator

TN

cc: Alberto Martinez, SWFWMD

Rand Baldwin, SWFWMD



Clearinghouse

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2/11

Agency: ENVIRONMENTAL PROTECTION**Date:** 04/29/2002**Description:** No Comment/Consistent**Comment****Type:** ☒ Draft ☐ Final

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[Privacy Statement](#)

COUNTY: HILLSBOROUGH

DATE: 3/28/02

COMMENTS DUE DATE: 5/1/02

CLEARANCE DUE DATE: 5/27/02

Message:

SAI#: FL200204011760C

STATE AGENCIES

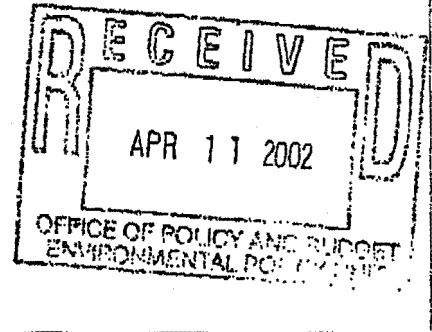
WATER MNGMNT. DISTRICTS

OPB POLICY UNITS

COMMUNITY AFFAIRS
FISH and WILDLIFE COMMISSION
STATE
TRANSPORTATION
ENVIRONMENTAL PROTECTION

SOUTHWEST FLORIDA WMD

X ENVIRONMENTAL POLICY UNIT



The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- X Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

Department of the Air Force - Draft Environmental Assessment - Modification to Coalition Village and Construction of Permanent Parking Lots - MacDill Air Force Base - Hillsborough County, Florida.

To: Florida State Clearinghouse

EO. 12372/NEPA

Federal Consistency

AGENCY CONTACT AND COORDINATOR (SCH)

2555 SHUMARD OAK BLVD
TALLAHASSEE, FLORIDA 32399-2100
(850) 414-6580 (SC 994-6580)
(850) 414-0479

- ☒ No Comment
- ☐ Comment Attached
- ☐ Not Applicable

- ☐ No Comment/Consistent
- ☐ Consistent/Comments Attached
- ☐ Inconsistent/Comments Attached
- ☐ Not Applicable

From:

Division/Bureau:

Reviewer:

Date:

OPB DRGG
m. Jones
7/19/02

**FLORIDA STATE CLEARINGHOUSE
LOCAL GOVERNMENT COORDINATION
ROUTING SHEET**

#: FL200204011760C

DATE: 3/28/02

COMMENTS DUE TO RPC:

4/1/02 4/24/02

AREA OF PROPOSED ACTIVITY:

COUNTY: HILLSBOROUGH

CITY:

☐ FEDERAL ASSISTANCE

☒ DIRECT FEDERAL ACTIVITY

☐ FEDERAL LICENSE OR PERMIT

☐ OCS

PROJECT DESCRIPTION

Department of the Air Force - Draft Environmental Assessment - Modification to Coalition Village and Construction of Permanent Parking Lots - MacDill Air Force Base - Hillsborough County, Florida.

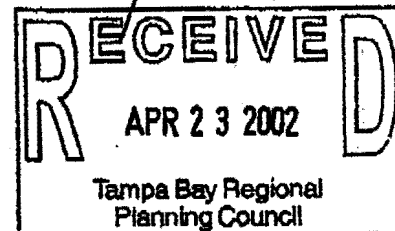
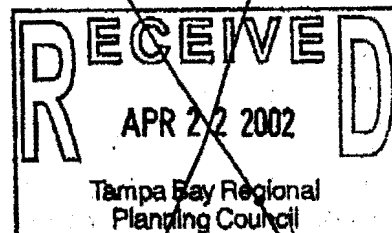
ROUTING:

RPC

Local Governments

TAMPA BAY RPC

X HILLSBOROUGH



IF YOU HAVE NO COMMENTS, PLEASE CHECK HERE AND RETURN FORM TO RPC :



ALL CONCERNS OR COMMENTS REGARDING THE ATTACHED PROJECT SHOULD BE SENT IN WRITING BY THE DUE DATE TO THE REGIONAL PLANNING COUNCIL SHOWN BELOW. PLEASE REFER TO THE SAI # IN ALL CORRESPONDENCE:

Ms. ANGELA HURLEY
9455 KOGER BOULEVARD
SUITE 219
ST. PETERSBURG, FLORIDA 337022491

IMPORTANT: PLEASE DO NOT SEND COMMENTS DIRECTLY TO THE CLEARINGHOUSE!

IF YOU HAVE QUESTIONS REGARDING THE ATTACHED PROJECT OR THE INTERGOVERNMENTAL COORDINATION PROCESS, PLEASE CONTACT THE STATE CLEARINGHOUSE. IF YOU HAVE QUESTIONS REGARDING THE FEDERAL CONSISTENCY REVIEW PROCESS, PLEASE CONTACT THE FLORIDA COASTAL MANAGEMENT PROGRAM. THE TELEPHONE NUMBER FOR BOTH PROGRAMS IS (850) 414-6580 OR SUNCOM 994-6580.

**FLORIDA STATE CLEARINGHOUSE
RPC INTERGOVERNMENTAL COORDINATION
AND RESPONSE SHEET**

LOC

FSC026-02

SAI#: FL200204011760C

DATE: 3/28/02

COMMENTS DUE TO CLEARINGHOUSE:

4/1/02 5/1/02

AREA OF PROPOSED ACTIVITY: COUNTY: HILLSBOROUGH CITY:

☐ FEDERAL ASSISTANCE ☒ DIRECT FEDERAL ACTIVITY ☐ FEDERAL LICENSE OR PERMIT ☐ OCS

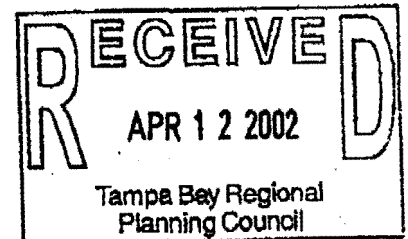
PROJECT DESCRIPTION

Department of the Air Force - Draft Environmental Assessment - Modification to Coalition Village and Construction of Permanent Parking Lots - MacDill Air Force Base - Hillsborough County, Florida.

ROUTING:

RPC

X TAMPA BAY RPC



PLEASE CHECK ALL THE LOCAL GOVERNMENTS BELOW FROM WHICH COMMENTS HAVE BEEN RECEIVED; ALL COMMENTS RECEIVED SHOULD BE INCLUDED IN THE RPC'S CLEARINGHOUSE RESPONSE PACKAGE. IF NO COMMENTS WERE RECEIVED, PLEASE CHECK "NO COMMENT" BOX AND RETURN TO CLEARINGHOUSE.

COMMENTS DUE TO RPC:

4/1/02 4/24/02

 HILLSBOROUGH

NO COMMENTS:

IF THE RPC DOES NOT RECEIVE COMMENTS BY THE DEADLINE DATE, THE RPC SHOULD CONTACT THE LOCAL GOVERNMENT TO DETERMINE THE STATUS OF THE PROJECT REVIEW PRIOR TO FORWARDING THE RESPONSE PACKAGE TO THE CLEARINGHOUSE.)

NOTES:

ALL CONCERNS OR COMMENTS REGARDING THE ATTACHED PROJECT (INCLUDING ANY RPC COMMENTS) SHOULD BE SENT IN WRITING BY THE DUE DATE TO THE CLEARINGHOUSE.

PLEASE ATTACH THIS RESPONSE FORM AND REFER TO THE SAI # IN ALL CORRESPONDENCE.

IF YOU HAVE ANY QUESTIONS REGARDING THE ATTACHED PROJECT, PLEASE CONTACT THE STATE CLEARINGHOUSE AT (850) 414-6580 OR SUNCOM 994-6580.

COUNTY: HILLSBOROUGH

DATE: 3/28/02

COMMENTS DUE DATE: 5/1/02

CLEARANCE DUE DATE: 5/27/02

Message:

SAI#: FL200204011760C

STATE AGENCIES

WATER MNGMNT. DISTRICTS

OPB POLICY UNITS

COMMUNITY AFFAIRS
FISH and WILDLIFE COMMISSION
X STATE
TRANSPORTATION
ENVIRONMENTAL PROTECTION

SOUTHWEST FLORIDA WMD

ENVIRONMENTAL POLICY UNIT

Hillsborough
SAI-BAF-EA-MD
2002-3584

RECEIVED
APR 22 2002

State of Florida Clearinghouse

X:02-1804

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
02 APR 11 AM 6:17

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.

X Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.

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Project Description:

Department of the Air Force - Draft Environmental Assessment - Modification to Coalition Village and Construction of Permanent Parking Lots - MacDill Air Force Base - Hillsborough County, Florida.

To: Florida State Clearinghouse

EO. 12372/NEPA

Federal Consistency

AGENCY CONTACT AND COORDINATOR (SCH)

2555 SHUMARD OAK BLVD

TALLAHASSEE, FLORIDA 32399-2100

(850) 414-6580 (SC 994-6580)

(850) 414-0479

☒ No Comment

☐ Comment Attached

☐ Not Applicable

☒ No Comment/Consistent

☐ Consistent/Comments Attached

☐ Inconsistent/Comments Attached

☐ Not Applicable

From:

Division of Historical Resources
Bureau of Historic Preservation

Division/Bureau:

Reviewer:

S. EDWARDS

Date:

4/17/02

Janet Snyder Matthews
4.18.2002

COUNTY: HILLSBOROUGH

DATE: 3/28/02

COMMENTS DUE DATE: 5/1/02

CLEARANCE DUE DATE: 5/27/02

Message:

SAI#: FL200204011760C

STATE AGENCIES

WATER MNGMNT. DISTRICTS

OPB POLICY UNITS

COMMUNITY AFFAIRS
FISH and WILDLIFE COMMISSION
STATE
X TRANSPORTATION
ENVIRONMENTAL PROTECTION

SOUTHWEST FLORIDA WMD

ENVIRONMENTAL POLICY UNIT

APR 15 2002

State of Florida Clearinghouse

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Department of the Air Force - Draft Environmental Assessment - Modification to Coalition Village and Construction of Permanent Parking Lots - MacDill Air Force Base - Hillsborough County, Florida.

To: Florida State Clearinghouse

EO. 12372/NEPA

Federal Consistency

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TALLAHASSEE, FLORIDA 32399-2100

(850) 414-6580 (SC 994-6580)

(850) 414-0479

☒ No Comment

☐ Comment Attached

☐ Not Applicable

☒ No Comment/Consistent

☐ Consistent/Comments Attached

☐ Inconsistent/Comments Attached

☐ Not Applicable

From:

Division/Bureau: FDOS

Reviewer: Linda R. Feltner

Date: 4/11/02

COUNTY: HILLSBOROUGH

DATE: 3/28/02

COMMENTS DUE DATE: 5/1/02

CLEARANCE DUE DATE: 5/27/02

Message:

SAI#: FL200204011760C

STATE AGENCIES

WATER MNGMNT. DISTRICTS

OPB POLICY UNITS

COMMUNITY AFFAIRS
X FISH and WILDLIFE COMMISSION
STATE
TRANSPORTATION
ENVIRONMENTAL PROTECTION

SOUTHWEST FLORIDA WMD

ENVIRONMENTAL POLICY UNIT

RECEIVED BY FWC

APR 10 2002

OFFICE OF
ENVIRONMENTAL SERVICES

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Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.

X Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.

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Project Description:

Department of the Air Force - Draft Environmental Assessment - Modification to Coalition Village and Construction of Permanent Parking Lots - MacDill Air Force Base - Hillsborough County, Florida.

To: Florida State Clearinghouse

EO. 12372/NEPA

Federal Consistency

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TALLAHASSEE, FLORIDA 32399-2100

(850) 414-6580 (SC 994-6580)

(850) 414-0479

☒ No Comment

☐ Comment Attached

☐ Not Applicable

☒ No Comment/Consistent

☐ Consistent/Comments Attached

☐ Inconsistent/Comments Attached

☐ Not Applicable

om:

Division/Bureau: ENVIRONMENTAL SERVICES

Reviewer: BRIAN BARNETT

Date: 4/4/02

SAI Routing Sheet

COUNTY: HILLSBOROUGH

DATE: 04/01/2002

Message:

SAI#: FL200204011760C

PROJECT TO BE REVIEWED BY: (Div/Program)	ASSIGNED REVIEWERS (Print Last Name)	IS PROJECT LOCATED IN APPROVED DRI? (Circle Yes/No)				Is Project CONSISTENT w/ COMPLAN?		Is Project CONSISTENT w/ FCMP?		Do you have any COMMENTS on project?		DATE REVIEW COMPLETED	RVW & SUPV INIT
		YES		NO		YES	NO	YES	NO	YES	NO		
		Is Project Consistent with DO?		Is Project DRI Scale?									
DCP	RWD	YES	NO	YES	NO							4/21/02	
4/10/02 Date Rec'd			Monitoring Letter?	Monitoring Letter?									
		YES	NO	YES	NO								
Complete and forward to Div/Prog Below no later than: 5/1/02													
CMP	Jones	Wetlands?		Stormwater?								4/24/02	
4/22/02 Date Rec'd													
		YES	NO	YES	NO								
Complete and forward to ACC Coordinator no later than: 5/1/02													

attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

Project Description:

Department of the Air Force - Draft
Environmental Assessment - Modification to
Coalition Village and Construction of Permanent
Parking Lots - MacDill Air Force Base -
Hillsborough County, Florida.

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
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EO. 12372/NEPA

☐ No Comment☐ Comments Attached☐ Not ApplicableFederal Consistency ☐ No Comment/Consistent ☐ Consistent/Comments Attached ☐ Inconsistent/Comments Attached ☐ N/A**INSTRUCTIONS:**

1. UNIT COORDINATORS are responsible for logging in, logging out, and hand-carrying/mailling project packages to the next reviewing unit on this form, or to the ACC if all review requirements have been met. Failure to meet internal suspense dates may result in loss of opportunity to comment on critical issues.
2. Requests for EXTENSIONS should be made prior to due date, especially if COMMENTS will be submitted. Contact your UNIT COORDINATOR, who will request the EXTENSION from the ACC.
3. Agency COMMENTS on SAIs will be sent to the State Clearinghouse (SCH) and should be prepared in LETTER format for the Secretary's signature. Forward the project package to the next review unit while your COMMENTS are being drafted. Coordinate your comments with other reviewers prior to finalizing.

THE TAMPA TRIBUNE
Published Daily
Tampa, Hillsborough County, Florida

Services Storage
+
CENTCOM
PARKING LOTS.

State of Florida }
County of Hillsborough } ss.

Before the undersigned authority personally appeared J. Rosenthal, who on oath says that she is Advertising Billing Manager, Tampa Tribune, a daily newspaper published at Tampa in Hillsborough County, Florida; that the attached copy of advertiser

LEGAL NOTICE

in the matter of PUBLIC NOTICE

was published in said newspaper in the issues of APRIL 2, 2002

Affiant further says that the said The Tampa Tribune is a newspaper published at Tampa in said Hillsborough County, Florida; said newspaper has heretofore been continuously published in said Hillsborough County, Florida, each day and has been entered as a class mail matter at the post office in Tampa, in said Hillsborough County, Florida for a period of one year next preceding the date of the attached copy of advertisement; and affiant further says that she has neither paid nor promised any person, this affiant, for publication in the said newspaper.

Sworn to and subscribed by me, this 04 day
of APRIL, A.D. 20 02

Personally Known ☒ or Produced Identification _____
Type of Identification Produced _____

Susie Lee Slater



PUBLIC NOTICE
UNITED STATES AIR FORCE
The Air Force is inviting public review and comment on the Finding of No Significant Impact (FONSI)/Finding of No Practical Alternative (FONPA) and supporting Environmental Assessment (EA) drafts for two proposed construction projects at MacDill Air Force Base. The two projects are: 1) Construct Services storage facility and demolish Facilities 519 and 526 and 2) Modify CENTCOM complex and construct permanent parking lots. The first project would construct a new 5,000 square foot storage facility in an industrial area of the base and would also demolish two substandard buildings that are beyond repair. This project would result in a net reduction in the MacDill AFB facility inventory by approximately 20,355 square feet in accordance with Department of Defense Reform Directive #30. The second project would construct a low, concrete block wall around the USCENCOM complex to increase force protection for this facility. The project would also construct three permanent parking lots adjacent to the USCENCOM facility to accommodate the increase in personnel working at the facility. Notice of Availability. These documents are part of the Air Force environmental impact analysis process to satisfy requirements under the National Environmental Policy Act (NEPA). The two FONSI/FONPA's and supporting EA drafts are available for public review and comment beginning April 3rd, 2002 at the Tampa/Hillsborough County Public Library, located at 900 N. Ashley Drive, Tampa, FL 33606. The documents may be found in the Humanities Section of the Main Library. The comment period will close on May 10th, 2002. Address written comments to the 6ARW Public Affairs, Suite 14, MacDill AFB, FL 33621-5502. The telephone number is (813) 828-2215. 1619 4/2/02

PUBLIC NOTICE

UNITED STATES AIR FORCE

The Air Force is inviting public review and comment on the Finding of No Significant Impact (FONSI)/Finding of No Practical Alternative (FONPA) and supporting Environmental Assessment (EA) drafts for two proposed construction projects at MacDill Air Force Base. The two projects are: 1) Construct Services storage facility and demolish Facilities 519 and 526 and 2) Modify CENTCOM complex and construct permanent parking lots. The first project would construct a new 5,000 square foot storage facility in an industrial area of the base and would also demolish two substandard buildings that are beyond repair. This project would result in a net reduction in the MacDill AFB facility inventory by approximately 20,355 square feet in accordance with Department of Defense Reform Directive #36. The second project would construct a low, concrete block wall around the USCENTCOM complex to increase force protection for this facility. The project would also construct three permanent parking lots adjacent to the USCENTCOM facility to accommodate the increase in personnel working at the facility.

Notice of Availability

These documents are part of the Air Force environmental impact analysis process to satisfy requirements under the National Environmental Policy Act (NEPA). The two FONSI/FONPA's and supporting EA drafts are available for public review and comment beginning April 3rd, 2002 at the Tampa/Hillsborough County Public Library, located at 900 N. Ashley Drive, Tampa, FL 33606. The documents may be found in the Humanities Section of the Main Library. The comment period will close on May 10th, 2002. Address written comments to the 6ARW Public Affairs, 8209 Hangar Loop Drive, Suite 14, MacDill AFB, FL 33621-5502. The telephone number is (813) 828-2215.



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office
9721 Executive Center Drive North
St. Petersburg, Florida 33702
(727) 570-5317; FAX 570-5300

May 19, 2003 F/SER43:MS/DD

Mr. Gene A. Rogers
Deputy Base Civil Engineer
Department of the Air Force
6th Air Mobility Wing (AMC)
MacDill Air Force Base, Florida 33621


Dear Mr. Rogers:

The National Marine Fisheries Service (NOAA Fisheries) has reviewed your office's Draft Environmental Assessment (EA), dated May 3, 2003, for the Central Command (USCENTCOM) modification and parking lot construction projects located on MacDill Air Force Base in Hillsborough County, Florida. The EA addresses a proposal to construct a concrete wall around the Central Command's Coalition Village, undertake minor roadway modifications, install below ground utilities, and construct three permanent parking lots around the USCENTCOM complex.

A site visit was conducted by a NOAA Fisheries biologist with Mr. Jason Kirkpatrick, Natural Resources Program Manager, on May 16, 2003. Based upon our findings during the site visit and our review of the information provided, we anticipate that any adverse effects that might occur to living marine resources, including Essential Fish Habitat, would be minimal. Therefore, we have no comments nor do we object to the proposed activities.

If you have questions with regard to our evaluation of the EA, please contact Mark Sramek in our St. Petersburg, Florida, office at the above address or by calling (727) 570-5311.

Sincerely,


Frederick C. Sutter III
Deputy Regional Administrator

cc:
EPA, Atlanta
FDEP, Tampa (Deborah Getzoff)
FL FWCC, Punta Gorda (Jim Beever)
FWS, Jacksonville
F/SER3
F/SER4
F/SER43





FLORIDA DEPARTMENT OF STATE

Glenda E. Hood

Secretary of State

DIVISION OF HISTORICAL RESOURCES

Mr. Gene A. Rogers
Department of the Air Force

May 8, 2003

6 CES/CD
7621 Hillsborough Loop Drive
MacDill AFB, Florida 33621-5207

RE: DHR Project File No. 2003-3967
Received by DHR May 5, 2003 *LAK 5/9/03*
Draft Environmental Assessment s for CENTCOM Modifications
and Parking Lot Project at MacDill Air Force Base, Hillsborough County

Dear Mr. Rogers:

Our office received and reviewed the above referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended and *36 CFR Part 800: Protection of Historic Properties* and the *National Environmental Policy Act of 1969*, as amended. The State Historic Preservation Officer is to advise Federal agencies as they identify historic properties (listed or eligible for listing, in the *National Register of Historic Places*), assess effects upon them, and consider alternatives to avoid or minimize adverse effects.

Based on the information provided, this office concurs with your finding that the proposed undertaking will have no effect on historic properties.

If you have any questions concerning our comments, please contact Scott Edwards, Historic Preservation Planner, by electronic mail sedwards@mail.dos.state.fl.us, or at 850-245-6333 or 800-847-7278.

Sincerely,

Frederick P. Gaska, Deputy SHPO
Janet Snyder Matthews, Ph.D., Director, and
State Historic Preservation Officer

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

☐ Director's Office
(850) 245-6300 • FAX: 245-6435

☐ Archaeological Research
(850) 245-6444 • FAX: 245-6436

☒ Historic Preservation
(850) 245-6333 • FAX: 245-6437

☐ Historical Museums
(850) 245-6400 • FAX: 245-6433

☐ Palm Beach Regional Office
(561) 279-1475 • FAX: 279-1476

☐ St. Augustine Regional Office
(904) 825-5045 • FAX: 825-5044

☐ Tampa Regional Office
(813) 272-3843 • FAX: 272-2340



Department of Environmental Protection

Jeb Bush
Governor

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

David B. Struhs
Secretary

June 20, 2003

Mr. Jason Kirkpatrick
6 CES/CEVN
7621 Hillsborough Loop Drive
MacDill AFB, Florida 33621-5207

RE: U. S. Air Force – Draft Environmental Assessment for Modification to Coalition Village and Construction of Permanent Parking Lots – MacDill Air Force Base, Hillsborough County, Florida.
SAI # FL200305061968C

Dear Mr. Kirkpatrick:

The Florida State Clearinghouse, pursuant to Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the referenced Draft Environmental Assessment.

Based on the information contained in the document and the enclosed comments provided by our reviewing agencies, the state has determined that the above-referenced action is consistent with the Florida Coastal Management Program.

Thank you for the opportunity to review this project. If you have any questions regarding this letter, please contact Ms. Lauren P. Milligan at (850) 245-2163.

Sincerely,

Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/lm

Enclosures

"More Protection, Less Process"

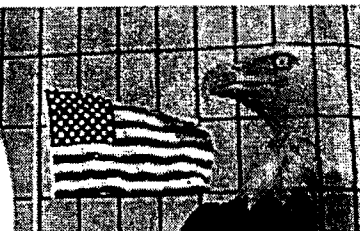
Printed on recycled paper.



Florida

Department of Environmental Protection

"More Protection, Less Process"



[DEP Home](#) | [Contact DEP](#) | [Search](#) | [DEP Site Map](#)

Project Information	
Project:	FL200305061968C
Due Date:	JUNE 02, 2003
Description:	DEPARTMENT OF THE AIR FORCE - DRAFT ENVIRONMENTAL ASSESSMENT FOR MODIFICATION TO COALITION VILLAGE AND CONSTRUCTION OF PERMANENT PARKING LOTS - MACDILL AIR FORCE BASE, HILLSBOROUGH COUNTY, FLORIDA.
Keywords:	USAF-EA-MOD TO COALITION VILL & PARKING LOTS-MACDILL AFB, HILLSBOROUGH
Program:	12.200
Agency Comments:	
TAMPA BAY RPC - TAMPA BAY REGIONAL PLANNING COUNCIL	
NC	
HILLSBOROUGH - HILLSBOROUGH COUNTY	
ENVIRONMENTAL POLICY UNIT - OFFICE OF POLICY AND BUDGET, ENVIRONMENTAL POLICY UNIT	
NC	
COMMUNITY AFFAIRS - FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS	
Released Without Comment	
FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION	
NC by Brian Barnett 5-12-03	
STATE - FLORIDA DEPARTMENT OF STATE	
No Comment/Consistent	
TRANSPORTATION - FLORIDA DEPARTMENT OF TRANSPORTATION	
NC/Consistent	
ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION	
No Comment/Consistent	
SOUTHWEST FLORIDA WMD - SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT	
NC/Consistent	

For more information please contact the Clearinghouse Office at:

AGENCY CONTACT AND COORDINATOR (SCH)
 3900 COMMONWEALTH BOULEVARD MS-47
 TALLAHASSEE, FLORIDA 32399-3000
 TELEPHONE: (850) 245-2161
 FAX: (850) 245-2190

Visit the [Clearinghouse Home Page](#) to query other projects.

[Copyright and Disclaimer](#)
[Privacy Statement](#)

DATE: 5/10/2003
COMMENTS DUE DATE: 6/2/2003
CLEARANCE DUE DATE: 6/20/2003
SAI#: FL200305061968C

MESSAGE:

REFERENCE SAI # FL200204011760C

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNIT	RPCS & LOC GOVS
COMMUNITY AFFAIRS			
X ENVIRONMENTAL PROTECTION	SOUTHWEST FLORIDA WMD	ENVIRONMENTAL POLICY UNIT	
FISH and WILDLIFE COMMISSION			
STATE			
TRANSPORTATION			

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Project Description:

DEPARTMENT OF THE AIR FORCE - DRAFT ENVIRONMENTAL ASSESSMENT FOR MODIFICATION TO COALITION VILLAGE AND CONSTRUCTION OF PERMANENT PARKING LOTS - MACDILL AIR FORCE BASE, HILLSBOROUGH COUNTY, FLORIDA.

To: Florida State Clearinghouse

EO. 12372/NEPA Federal Consistency

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

☒ No Comment
☐ Comment Attached
☐ Not Applicable

☒ No Comment/Consistent
☐ Consistent/Comments Attached
☐ Inconsistent/Comments Attached
☐ Not Applicable

From:

Division/Bureau: DEP/OIP
Reviewer: Jamie P. Milligan
Date: 06/20/03

DATE: 5/10/2003
COMMENTS DUE DATE: 6/2/2003
CLEARANCE DUE DATE: 6/20/2003
SAI#: FL200305061968C

MESSAGE:

REFERENCE SAI # FL200204011760C

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNIT	RPCS & LOC GOVS
COMMUNITY AFFAIRS	SOUTHWEST FLORIDA WMD	ENVIRONMENTAL POLICY UNIT	
ENVIRONMENTAL PROTECTION			
X FISH and WILDLIFE COMMISSION			
STATE			
TRANSPORTATION			

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- ☐ Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- ☒ Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- ☐ Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- ☐ Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

DEPARTMENT OF THE AIR FORCE - DRAFT ENVIRONMENTAL ASSESSMENT FOR MODIFICATION TO COALITION VILLAGE AND CONSTRUCTION OF PERMANENT PARKING LOTS - MACDILL AIR FORCE BASE, HILLSBOROUGH COUNTY, FLORIDA.

To: Florida State Clearinghouse

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

EO. 12372/NEPA Federal Consistency

☒ No Comment

☐ Comment Attached

☐ Not Applicable

☒ No Comment/Consistent

☐ Consistent/Comments Attached

☐ Inconsistent/Comments Attached

☐ Not Applicable

From:

Division/Bureau: ENVIRONMENTAL SERVICES
Reviewer: BRIAN BARNETT
Date: 5/8/03

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MAY 09 2003

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MAY 13 2003
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OFFICE OF
ENVIRONMENTAL SERVICES

USAF-EA
2003-3955

COMMENTS DUE DATE:

5/6/2003

CLEARANCE DUE DATE:

6/2/2003

SAI#: FL200305061968C

X: 3-3967

MESSAGE:

REFERENCE SAI # FL200204011760C

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNIT	RPCS & LOC GOVS
COMMUNITY AFFAIRS	SOUTHWEST FLORIDA WMD	ENVIRONMENTAL POLICY UNIT	
ENVIRONMENTAL PROTECTION			
FISH and WILDLIFE COMMISSION			
X STATE			
TRANSPORTATION			

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To: Florida State Clearinghouse

EO. 12372/NEPA Federal Consistency

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3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

☒ No Comment
☐ Comment Attached
☐ Not Applicable

☒ No Comment/Consistent
☐ Consistent/Comments Attached
☐ Inconsistent/Comments Attached
☐ Not Applicable

From:

Division of Historical Resources
Bureau of Historic Preservation

Division/Bureau:

Reviewer: S. Edwards

SAK 5/9/03

Deputy SHPO
5/9/03

Date: 5/8/03

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COMMENTS DUE DATE: 6/2/2003

CLEARANCE DUE DATE: 6/20/2003

SAI#: FL200305061968C

MESSAGE:

REFERENCE SAI # FL200204011760C

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNIT	RPCS & LOC GOVS
COMMUNITY AFFAIRS	SOUTHWEST FLORIDA WMD	ENVIRONMENTAL POLICY UNIT	
ENVIRONMENTAL PROTECTION			
FISH and WILDLIFE COMMISSION			
STATE			
X TRANSPORTATION			

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Project Description:

DEPARTMENT OF THE AIR FORCE - DRAFT ENVIRONMENTAL ASSESSMENT FOR MODIFICATION TO COALITION VILLAGE AND CONSTRUCTION OF PERMANENT PARKING LOTS - MACDILL AIR FORCE BASE, HILLSBOROUGH COUNTY, FLORIDA.

To: Florida State Clearinghouse

EO. 12372/NEPA Federal Consistency

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

- | | |
|--|---|
| <input checked="" type="checkbox"/> No Comment | <input checked="" type="checkbox"/> No Comment/Consistent |
| <input type="checkbox"/> Comment Attached | <input type="checkbox"/> Consistent/Comments Attached |
| <input type="checkbox"/> Not Applicable | <input type="checkbox"/> Inconsistent/Comments Attached |
| | <input type="checkbox"/> Not Applicable |

From:

Division/Bureau: Modal Planning and Development
Reviewer: Carm Walker
Date: 5-16-03



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SUNCOM 578-2070

Bartow Service Office
170 Century Boulevard
Bartow, Florida 33830-7700
(863) 534-1448 or
1-800-492-7862 (FL only)
SUNCOM 572-6200

2379 Broad Street, Brooksville, Florida 34604-6899
(352) 796-7211 or 1-800-423-1476 (FL only)
SUNCOM 628-4150 TDD only 1-800-231-6103 (FL only)
On the Internet at: WaterMatters.org

Sarasota Service Office
6750 Fruitville Road
Sarasota, Florida 34240-9711
(941) 377-3722 or
1-800-320-3503 (FL only)
SUNCOM 531-6900

Lecanto Service Office
3600 West Sovereign Path
Suite 226
Lecanto, Florida 34461-8070
(352) 527-8131
SUNCOM 667-3271

June 2, 2003

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Chair, Sarasota

Watson L. Haynes, II
Vice Chair, Pinellas

Janet D. Kovach
Secretary, Hillsborough
Maggie N. Dominguez
Treasurer, Hillsborough

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Ronnie E. Duncan
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Highlands

Ronald C. Johnson
Polk

Heldi B. McCree
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T. G. "Jerry" Rice
Pasco

Judith C. Whitehead
Hernando

David L. Moore
Executive Director

Gene A. Heath
Assistant Executive Director

William S. Bilenky
General Counsel

Ms. Lauren Millagin
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, Mail Station 47
Tallahassee, Florida 32399-3000

**Subject: Department of the Air Force-Draft Environmental Assessment
for Modification to Coalition Village and Construction of
Permanent Parking Lots-MacDill Air Force Base, Hillsborough
County, Florida; SAI#: FL200305061968C**

Dear Ms. Millagin:

The staff of the Southwest Florida Water Management District (District) has conducted a consistency evaluation for the referenced project. Consistency findings are divided into four categories and are based solely on the information provided in the subject application.

FINDING	CATEGORY
X	Consistent/No Comment
	Consistent/Comments Attached
	Inconsistent/Comments Attached
	Consistency Cannot be Determined Without an Environmental Assessment Report/Comments Attached

The District appreciates the opportunity to participate in the review of this application. Please be advised that our review does not constitute permit approval under Chapter 373, Florida Statutes, or any rules promulgated thereunder, nor does it stand in lieu of normal permitting procedures in accordance with Florida Statutes and District rules.

If you have any questions or if I can be of further assistance, please contact me in the District's Planning Department.

Sincerely,

Trisha Neasman

Trisha Neasman, AICP
Government Planning Coordinator

RECEIVED

JUN 05 2003

OIP/OLGA

COMMENTS DUE DATE: 6/2/2003
CLEARANCE DUE DATE: 6/20/2003
SAI#: FL200305061968C

MESSAGE:

REFERENCE SAI # FL200204011760C

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNIT	RPCS & LOC GOVS
COMMUNITY AFFAIRS	SOUTHWEST FLORIDA WMD	X ENVIRONMENTAL POLICY UNIT	
ENVIRONMENTAL PROTECTION			
FISH and WILDLIFE COMMISSION			
STATE			
TRANSPORTATION			

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized

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Project Description:

DEPARTMENT OF THE AIR FORCE - DRAFT ENVIRONMENTAL ASSESSMENT FOR MODIFICATION TO COALITION VILLAGE AND CONSTRUCTION OF PERMANENT PARKING LOTS - MACDILL AIR FORCE BASE, HILLSBOROUGH COUNTY, FLORIDA.

RECEIVED

MAY 23 2003

OIP/OLGA

To: Florida State Clearinghouse

EO. 12372/NEPA Federal Consistency

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

☒ No Comment

☐ Comment Attached

☐ Not Applicable

☐ No Comment/Consistent

☐ Consistent/Comments Attached

☐ Inconsistent/Comments Attached

☐ Not Applicable

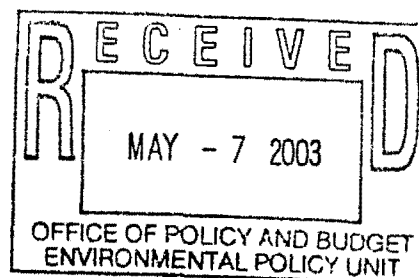
From:

Division/Bureau:

Reviewer:

Date:

OPB - Env. Policy
on banner
5/15/03



AREA OF PROPOSED ACTIVITY: 12.200

COUNTY: HILLSBOROUGH

CITY: MACDILL AFB

(FL200305061968C)

☐ FEDERAL ASSISTANCE ☒ DIRECT FEDERAL ACTIVITY ☐ FEDERAL LICENSE OR PERMIT ☐ OCS

PROJECT DESCRIPTION

DEPARTMENT OF THE AIR FORCE - DRAFT ENVIRONMENTAL ASSESSMENT FOR
MODIFICATION TO COALITION VILLAGE AND CONSTRUCTION OF PERMANENT
PARKING LOTS - MACDILL AIR FORCE BASE, HILLSBOROUGH COUNTY,
FLORIDA.

ROUTING:

RPC

X TAMPA BAY RPC

PLEASE CHECK ALL THE LOCAL GOVERNMENTS BELOW FROM WHICH
COMMENTS HAVE BEEN RECEIVED; ALL COMMENTS RECEIVED SHOULD BE
INCLUDED IN THE RPC'S CLEARINGHOUSE RESPONSE PACKAGE. IF NO
COMMENTS WERE RECEIVED, PLEASE CHECK "NO COMMENT" BOX AND
RETURN TO CLEARINGHOUSE.

COMMENTS DUE TO RPC: 5/26/2003

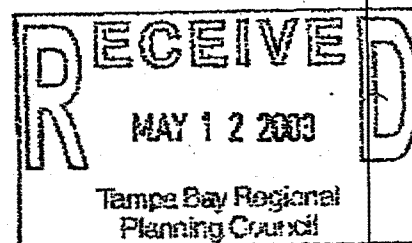
HILLSBOROUGH

NO COMMENTS: ☒

(IF THE RPC DOES NOT RECEIVE COMMENTS BY THE DEADLINE DATE, THE RPC
SHOULD CONTACT THE LOCAL GOVERNMENT TO DETERMINE THE STATUS OF THE
PROJECT REVIEW PRIOR TO FORWARDING THE RESPONSE PACKAGE TO THE
CLEARINGHOUSE.)

NOTES:

ALL CONCERNS OR COMMENTS REGARDING THE ATTACHED PROJECT
(INCLUDING ANY RPC COMMENTS) SHOULD BE SENT IN WRITING BY THE DUE
DATE TO THE CLEARINGHOUSE. PLEASE ATTACH THIS RESPONSE FORM AND



Jun. 5. 2003 11:14AM TBRPC

CEV
CENTCOM
Parking

THE TAMPA TRIBUNE
Published Daily
Tampa, Hillsborough County, Florida

State of Florida)
County of Hillsborough } ss.

Before the undersigned authority personally appeared C. Pugh, who on oath says that she is Advertising Billing Supervisor of The Tampa Tribune, a daily newspaper published at Tampa in Hillsborough County, Florida; that the attached copy of advertisement being a

LEGAL NOTICE

in the matter of PUBLIC NOTICE
UNITED STATES AIR FORCE

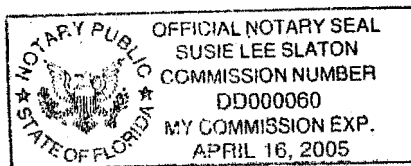
was published in said newspaper in the issues of AUGUST 15, 2003

Affiant further says that the said The Tampa Tribune is a newspaper published at Tampa in said Hillsborough County, Florida, and that the said newspaper has heretofore been continuously published in said Hillsborough County, Florida, each day and has been entered as second class mail matter at the post office in Tampa, in said Hillsborough County, Florida for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that she has neither paid nor promised any person, this advertisement for publication in the said newspaper.

Sworn to and subscribed by me, this 18 day
of AUGUST, A.D. 20 03

Personally Known ☒ or Produced Identification _____
Type of Identification Produced _____

Susie Lee Slaton



Legal Advertisement

PUBLIC NOTICE

UNITED STATES AIR FORCE

The Air Force is inviting public review and comment on the Finding of No Significant Impact (FONSI)/Finding of No Practical Alternative (FONPA) and supporting Environmental Assessment (EA) draft for a proposed construction project at MacDill Air Force Base. The project is entitled Modify CENTCOM Complex and Construct Permanent Parking Lots. The project would construct a low, concrete block wall around the USCENCOM complex to increase force protection for this facility. The project would also make two (2) temporary parking lots permanent through installation of asphalt (impervious) surface and construct a third permanent parking lot on an undeveloped site. All three parking lots are located in the vicinity of the USCENCOM facility and are required to accommodate the increase in personnel working at the facility.

Notice of Availability

The document is part of the Air Force environmental impact analysis process to satisfy requirements under the National Environmental Policy Act (NEPA). The FONSI/FONPA and supporting EA draft is available for public review and comment beginning August 15th, 2003 at the Tampa/Hillsborough County Public Library, located at 900 N. Ashley Drive, Tampa, FL 33606. The documents may be found in the Humanities Section of the Main Library. The comment period will close on September 16th, 2003. Address written comments to the 6 AMW Public Affairs, 1209 Hangar Loop Drive, Suite 4, MacDill AFB, FL 33621-5002. The telephone number is 813) 828-2215.

622 Aug 15, 2003

sure at 3:46 it's going to be in front of some judge."

Neal Roth, past president of the Academy of Florida Trial Lawyers, confirmed that the law will be challenged as soon as an appropriate plaintiff is found. The plaintiff would have to be victimized by malpractice on the date or after the new law takes effect. Once challenged, it could take two years before the Florida Supreme Court hears it.

Legal Advertisement

PUBLIC NOTICE

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2622

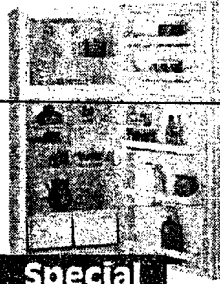
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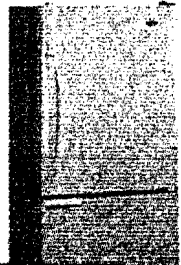


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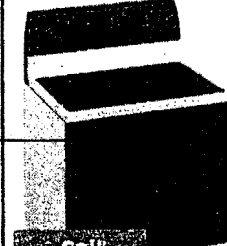
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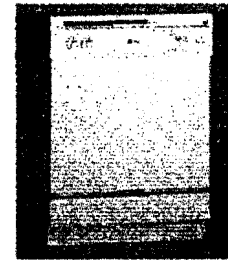


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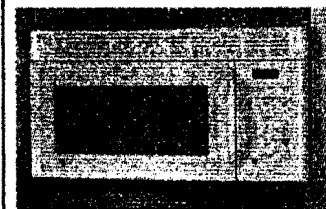
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APPENDIX D

AIR EMISSION CALCULATIONS FOR PROJECT

Construction Site Air Emissions

Combustive Emissions of ROG, NOx, SO2, CO and PM10 Due to Construction

14-Jan-99

Input:

Total Building Area: 0 ft²
 Total Paved Area: 211,450 ft²
 Total Disturbed Area: 5.0 acres
 Construction Duration: 0.5 years
 Annual Construction Activity: 120 days/yr

Results:[Average per Year Over the Construction Period]

	ROG	NOx	SO2	CO	PM10
Emissions, lbs/day	5.04	16.00	1.06	3.46	2.80
Emissions, tons/yr	0.30	0.96	0.06	0.21	0.17

Calculation of Unmitigated Emissions**Summary of Input Parameters**

	ROG	NOx	SO2	CO	PM10
Total new acres disturbed:	5.00	5.00	5.00	5.00	5.00
Total new acres paved:	4.85	4.85	4.85	4.85	4.85
Total new building space, ft ² :	0	0	0	0	0
Total years:	0.50	0.50	0.50	0.50	0.50
Area graded, acres in 1 yr:	10.00	10.00	10.00	10.00	10.00
Area paved, acres in 1 yr:	9.71	9.71	9.71	9.71	9.71
Building space, ft ² in 1 yr:	0	0	0	0	0

Annual Emissions by Source (lbs/day)

	ROG	NOx	SO2	CO	PM10
Grading Equipment	2.5	16.0	1.1	3.5	2.8
Asphalt Paving	2.5	0.0	0.0	0.0	0.0
Stationary Equipment	0.0	0.0	0.0	0.0	0.0
Mobile Equipment	0.0	0.0	0.0	0.0	0.0
Architectural Coatings (Non-Res)	0.0	0.0	0.0	0.0	0.0
Total Emissions (lbs/day):	5.0	16.0	1.1	3.5	2.8

Emission Factors

3/4/2002

Reference: Air Quality Thresholds of Significance, SMAQMD, 1994.

Source	SMAQMD Emission Factor				
	ROG	NOx	SO2 *	CO *	PM10
Grading Equipment	2.50E-01 lbs/acre/day	1.60E+00 lbs/acre/day	0.11 lbs/acre/day	0.35 lbs/acre/day	2.80E-01 lbs/acre/day
Asphalt Paving	2.62E-01 lbs/acre/day	NA	NA	NA	NA
Stationary Equipment	1.68E-04 lbs/day/ft²	1.37E-04 lbs/day/ft²	9.11E-06 lbs/day/ft²	2.97E-05 lbs/day/ft²	8.00E-06 lbs/day/ft²
Mobile Equipment	1.60E-04 lbs/day/ft²	1.61E-03 lbs/day/ft²	7.48E-05 lbs/day/ft²	0.0016 lbs/day/ft²	1.20E-04 lbs/day/ft²
Architectural Coatings (Non-Res)	8.15E-02 lbs/day/ft	NA	NA	NA	NA

* Factors for grading equipment and stationary equipment are calculated from AP-42 for diesel engines using ratios with the NOx factors.
Factors for mobile equipment are calculated from ratios with Mobile5a 2001 NOx emission factors for heavy duty trucks for each site.

Construction (Grading) Emissions

Estimate of time required to grade a specified area.

Updated 17 June 1997.

Input Parameters

Construction area: 10 acres/yr
Qty Equipment: 1

Assumptions.

Terrain is mostly flat.

Terrain is populated with medium brush; trees are negligible.

An average of 6" soil is removed during stripping.

An average of 6" soil is excavated from one half of the site and backfilled to the other half of the site; no soil is hauled off-site or borrowed.

200 hp bulldozers are used for site clearing.

300 hp bulldozers are used for stripping, excavation, and backfill.

Vibratory drum rollers are used for compacting.

Stripping, Excavation, Backfill and Compaction require an average of two passes each.

Excavation and Backfill are assumed to involve only half of the site.

Calculation of days required for one piece of equipment to grade the specified area.

Reference: Means Heavy Construction Cost Data, 6th Ed., R. S. Means, 1992.

Means Line No.	Operation	Description	Output	Units	Acre/(equip)(day)	(Equip)(day)/acre	Acres/yr	(Equip)(days)/yr
021 108 0550	Site Clearing	Dozer & rake, medium brush	0.6	acre/day	0.6	1.67	10.00	16.67
021 144 0300	Stripping	Topsoil & stockpiling, adverse soil	1,650	cu. yd/day	2.05	0.49	10.00	4.89
022 242 5220	Excavation	Bulk, open site, common earth, 150' haul	800	cu. yd/day	0.99	1.01	5.00	5.04
022 208 5220	Backfill	Structural, common earth, 150' haul	1,950	cu. yd/day	2.42	0.41	5.00	2.07
022 226 5020	Compaction	Vibrating roller, 6 " lifts, 3 passes	1,950	cu. yd/day	2.42	0.41	10.00	4.14
TOTAL								32.80

Calculation of days required for the indicated pieces of equipment to grade the designated acreage.

(Equip)(day)/yr: 32.80

Qty Equipment: 1

Grading days/yr: 32.80

Round to 33 grading days/yr

3/4/2002

Soil Piles EF = 0.067 lbs/day/acres graded

Graded Surface EF = 26.4 lbs/day/acre (recommended in CEQA Manual, p. A9-93).

Calculation of Annual PM10 Emissions

Source	Emission Factor	Graded Acres/yr	Exposed days/yr	Emissions lbs/yr	Emissions tons/yr
Bulldozing	31.3 lbs/acre	10.00	NA	313	0
Grading	1.3 lbs/acre	10.00	NA	13	0
Vehicle Traffic	0.0 lbs/acre	10.00	NA	0	0
Erosion of Soil Piles	0.1 lbs/acre/day	10.00	30	20	0
Erosion of Graded Surface	26.4 lbs/acre/day	10.00	30	7,920	4
TOTAL				8,266	4

Construction Emission Factor

Calculation of PM10 Emissions Due to Site Preparation (Uncontrolled).

Revised 16 June 1997.

User Input Parameters / Assumptions

Acres graded per year:	10.0	acres/yr	
Grading days/yr:	33	days/yr	(From "grading")
Exposed days/yr:	30	days/yr	graded area is exposed
Grading Hours/day:	4	hr/day	
Soil piles area fraction:	0.01	(Fraction of site area covered by soil piles)	
Soil percent silt, s:	15	%	
Soil percent moisture, M:	8	%	
Annual rainfall days, H:	107	days/yr	that rainfall exceeds 0.01 inch (Tampa, FL)
Wind speed > 12 mph %, I:	12	%	
Fraction of TSP, J:	0.45	(SCAQMD recommendation)	
Mean vehicle speed, S:	5	mi/hr	(On-site)
Dozer path width:	5	ft	
Qty construction vehicles:	1	vehicles	
On-site VMT/vehicle/day:	5	mi/veh/day	(Excluding bulldozer VMT during grading)

Emissions Due to Soil Disturbance Activities

Operation Parameters (Calculated from User Inputs)

Grading duration per acre	13.2	hr/acre	
Bulldozer mileage per acre	1.7	VMT/acre	(Miles traveled by bulldozer during grading)
Construction VMT per day	6	VMT/day	
Construction VMT per acre	19.8	VMT/acre	(Travel on unpaved surfaces within site)

Equations Used (Corrected for PM10)

Operation	Empirical Equation	Units	AP-42 Section (4th Edition)
Bulldozing	$0.75(s^{1.5})/(M^{1.4})$	lbs/hr	8.24, Overburden
Grading	$(0.60)(0.051)S^{2.0}$	lbs/VMT	8.24, Overburden
Vehicle Traffic	$(3.72/(M^{4.3}))^{*}.6$	lbs/VMT	8.24, Overburden

Source: Compilation of Air Pollutant Emission Factors, Vol. I, USEPA AP-42.
Section 8.24, Western Surface Coal Mining (4th Edition)

Calculation of PM10 Emission Factors for Each Operation

Operation	Emission Factor (mass/ unit)	Operation Parameter	Emission Factor (lbs/ acre)
Bulldozing	2.37 lbs/hr	13.2 hr/acre	31.3 lbs/acre
Grading	0.77 lbs/VMT	1.7 VMT/acre	1.3 lbs/acre
Vehicle Traffic	0.00 lbs/VMT	19.8 VMT/acre	0 lbs/acre

Emissions Due to Wind Erosion of Soil Piles and Exposed Graded Surface

Reference: CEQA Air Quality Handbook, SCAQMD, April 1993.

Soil Piles EF = $1.7(s/1.5)[(365 - H)/235](I/15)(J) = (s)(365 - H)(I)(J)/(3110.2941)$, p. A9-99.

Soil Piles EF = 6.7 lbs/day/acres covered by soil piles

Consider soil piles area fraction so that EF applies to graded area

Soil piles area fraction: 0.01 (Fraction of site area covered by soil piles)